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AUTOSPORT

Trials: investigation of the cars and drivers



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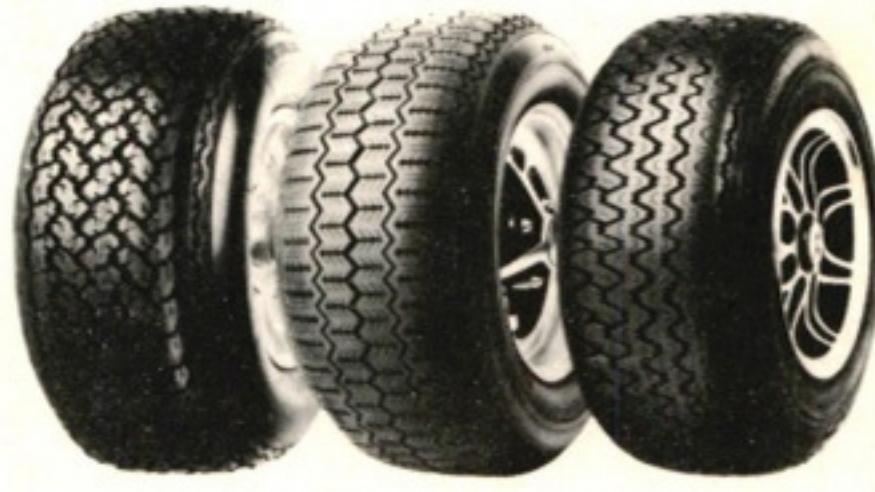
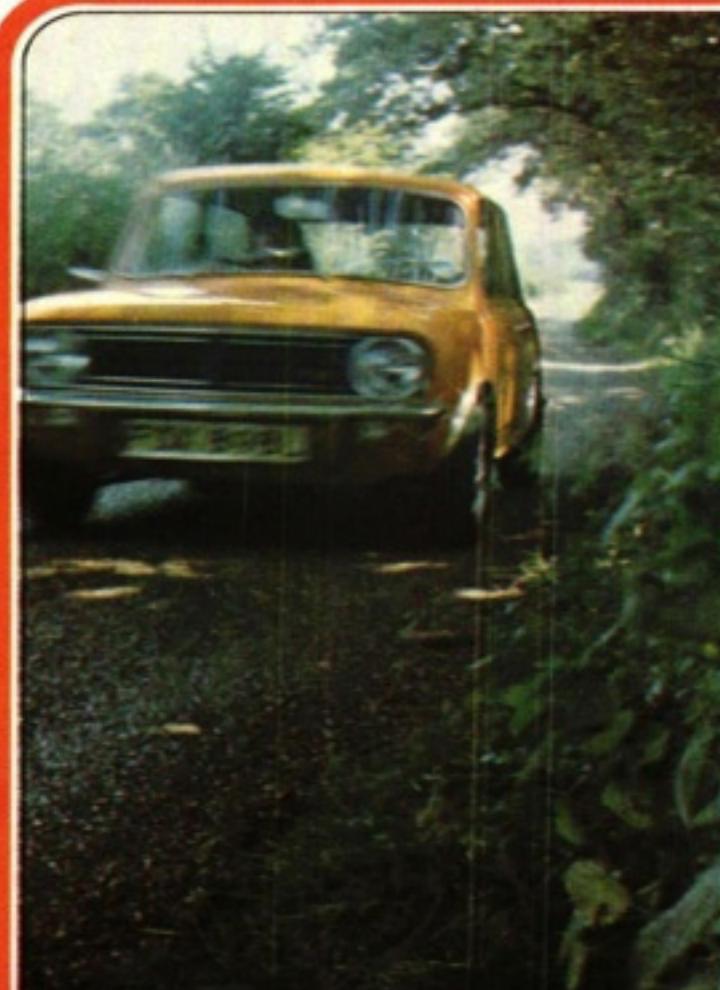
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RADIALS**

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Motor racing was stopped in South Africa last week but the Capetown 3 hrs continued after this notice was posted.

NOTICE

THIS RACE IS SPECIFICALLY EXEMPTED
BY THE MINISTER OF ECONOMIC
AFFAIRS FROM THE BAN ON MOTOR
RACING WHICH CAME INTO EFFECT ON
13 NOVEMBER 1973.

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EDITORIAL

The prospect for motor sport looked very bleak on Tuesday morning when it was announced that all rallies had been cancelled until further notice due to the oil shortage. The request for this came from the Ministry of Transport Industries to the RAC. The Minister requested that the RAC stop authorising rallies and "other events" for the time being, by revoking any authorisations that have already been given. The fact that "other events" were not specified made the prospects for racing look rather gloomy. However a statement from the RAC issued on Tuesday afternoon said that they had complied with the Minister's request and that there would be no more road rallying until further notice and that the "other event" aspect referred to such events as 12-car rallies and treasure events, which were being carefully monitored. As far as off-highway motor sport was concerned it is being left to the discretion of the individual organisers to comply with the request for fuel conservation.

Before this all came to a head, Motor Circuit Developments had issued a statement to the effect that all organisers operating on their circuits were being asked to reduce race lengths by 20 per cent.

We must hope that others follow suit however much we want to have racing unaffected, because any worsening of the situation will undoubtedly see more vicious cuts in the sport. It is to be hoped that the Government have done their sums correctly and that the present voluntary restrictions placed upon us will see us out of the difficulties in the minimum amount of time.

Britain has a multi-million pound racing car industry and rationing of petrol or the banning of motor sport will put us in a very tricky position. If a ban on Sunday driving were introduced problems would be so acute that racing would almost certainly be squeezed to a halt. Marshals and spectators would have trouble getting to the circuits and we all know that the sport could not go on without them and it would probably prevent competitors from getting to the circuits as well.

We are lucky in the fact that there is very little motor sport in this country at the moment and we must hope that by the time March comes around the clouds have blown over. Meanwhile the industry must be given an assurance in the near future about the prospects. There cannot be too many entrants around who want to pay out thousands of pounds on a new car if there is not going to be any racing for a year or so. The situation does not only apply to this country however. Our racing car manufacturers and component suppliers serve virtually the whole world and with other countries in a similar position to us (South Africa has already banned motor sport and Holland, Belgium and Germany have virtually done likewise), the large export market will plummet.

To keep the industry and sport thriving, we must hope that by adhering adamantly to the recommended limits on the sport, we can overcome the problem.

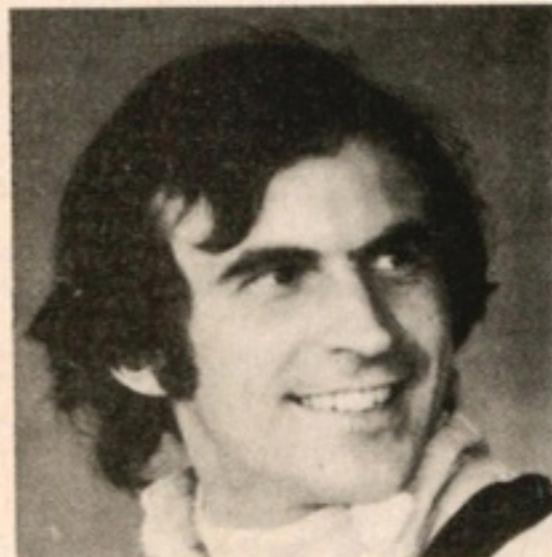
our cover picture

Trialling is the subject of one of our features this week. The cover shows a typical Trials car in action although the sunlight and relatively dry conditions are rather foreign according to the story on page 32.

Photo: Robin Rew

Schenken and Bell test BRMs

Our spy at Silverstone last week spotted Tim Schenken and Derek Bell testing for BRM. The Bourne concern are currently looking for somebody to team up with Jean-Pierre Beltoise as the first choice. Arturo Merzario, has decided not to accept the offer following his test day the previous week. He will almost certainly be driving one of Frank Williams' Iso-Marlboros alongside Howden Ganley. This would of course be a logical move for Merzario who is a Marlboro contracted driver and with the cigarette company's current relationship with BRM not too good, it would seem that the contract would not stand.



Testing BRMs at Silverstone last week Tim Schenken (above) and Derek Bell (below).



Both Bell and Schenken have been without permanent F1 rides this season, Schenken only doing the Canadian GP for Frank Williams while Bell has not driven in F1 since his abortive efforts to get last year's Tecno to go. Schenken is of course scheduled to drive the Rondel F1 car next year so if the drive were offered it would seem more likely to go to Bell.

Racing unaffected as fuel crisis halts rallying

The RAC Motor Sport Division announced on Tuesday that off-highway organisers must use their discretion in complying with the Government's request for a 10% reduction in petrol supplies. This means that for the time being, race meetings and other speed events will be permitted to continue but, it is hoped by the RAC, on a reduced scale. Motor Circuit Developments, as mentioned below, have complied with these requests by cutting race lengths of their winter club meetings at Brands Hatch by 20%.

However the RAC confirmed that they are complying with the Government's request not to authorise any further rallies and to entirely revoke such authorisations which have already been granted for any further rallies. The RAC are currently considering further action on such non-licensed events as 12 car rallies, treasure hunts etc. Owing to the RAC Rally, most of the RAC Motor Sport hierarchy have been occupied at York and further, more detailed, announcements are likely soon.

MCD races cut by 20%

Before the Government asked the RAC to restrict motor sport in this country, Motor Circuit Developments announced plans to economise on fuel. As from Monday, November 19, all race organisers at Brands Hatch were being asked to implement a voluntary 20 per cent reduction in all race lengths.

"The management hope that their prompt action will create an alternative to measures which will imperil the livelihood of thousands of workers now employed in

performance car production and motor sport generally. Grove-wood aim to prevent consequent weakening of Britain's multi-million pound racing car export effort which would be brought about by restriction of testing and development under racing conditions."

These restrictions will apply to all Grove-wood circuits which include Brands Hatch, Oulton Park, Mallory Park and Snetterton.

At a reception in London last week Raymond Mays (centre) was presented with a Dexter Brown painting of his 1923 Bugatti "Cordon Rouge." The painting was presented by Alan Martin (left) on behalf of Cock Russell Vintners the importers of the Mumm Cordon Rouge champagne which 50 years ago inspired Mays to name his car. On the right is Amherst Villiers who prepared Mays' cars.



Springbok doubtful

With only two rounds of this year's Springbok Series completed the remaining races look very unlikely to happen. The South African government last week banned all motor racing but some swift negotiating by series organiser Alex Blignaut enabled last weekend's Capetown 3 Hours to be held. However this Sunday's race at Lorenzo Marques has been cancelled as the Portuguese authorities in Mozambique have banned motor sport with no exceptions.

The likelihood of the remainder of the series being held was being debated between Blignaut and the South African Government on Tuesday. Our man in South Africa however did not hold out much hope when we spoke to him on Tuesday.

1974 graded drivers

The FIA have listed the 1973 graded drivers. From Grand Prix events they are: Chris Amon, Mario Andretti, Jean-Pierre Beltoise, Mark Donohue, Emerson Fittipaldi, Wilson Fittipaldi, George Follmer, Howden Ganley, Mike Hailwood, Graham Hill, Denny Hulme, James Hunt, Jacky Ickx, Jean-Pierre Jarier, Gordon Johncock, Arturo Merzario, Carlos Pace, Ronnie Peterson, Brian Redman, Clay Regazzoni, Carlos Reutemann, Peter Revson, Tim Schenken, Jackie Stewart and Gijs van Lennep.

The list of 1973 long distance graded drivers is: Mario Andretti, Jean-Pierre Beltoise, Andrea de Adamich, Toine Hezemans, Jacky Ickx, Gerald Larrouse, Helmut Marko, Arturo Merzario, Carlos Pace, Henri Pescarolo, Ronnie Peterson, Brian Redman, Clay Regazzoni, Carlos Reutemann and Tim Schenken.

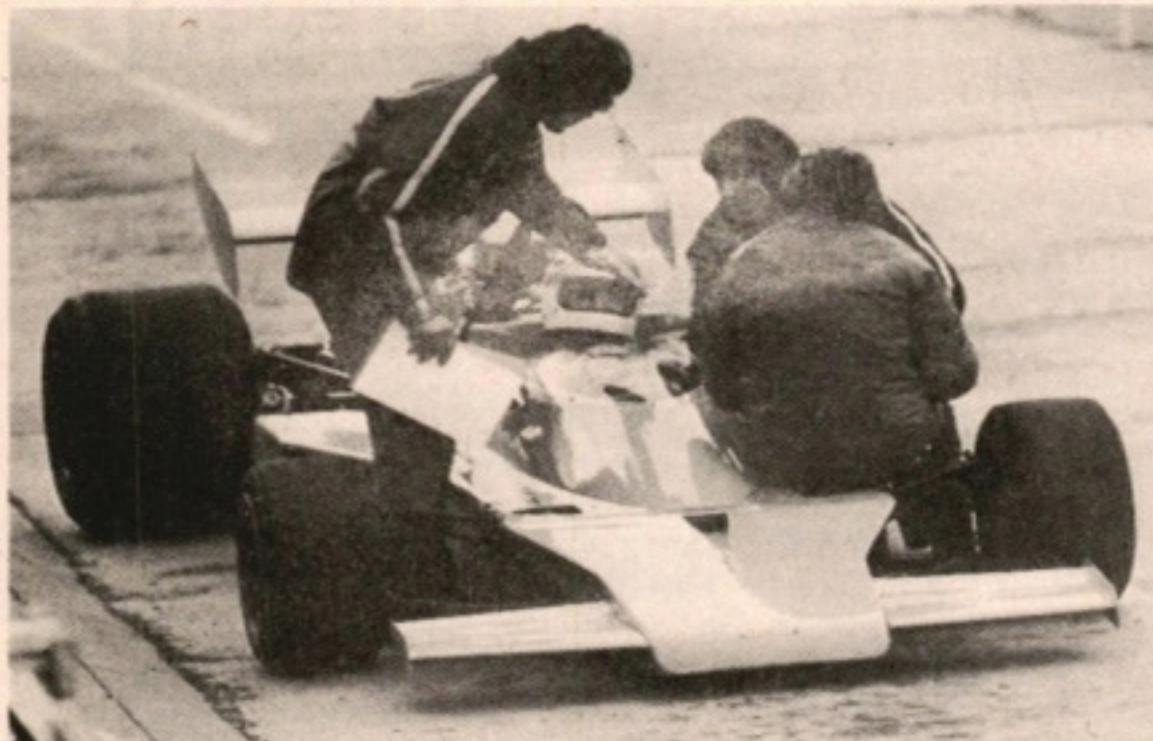
From the 1972 graded Grand Prix drivers the names of Pescarolo, Stommelen, Surtees and Wisell have been taken off and those of Beltoise, Wilson Fittipaldi, Hunt, Jarier, Johncock, Redman, Reutemann and van Lennep added for 1973. Of the long distance graded drivers, the names of Derek Bell and Jackie Oliver are among those no longer included which is particularly surprising in the case of Bell.

● Grand Prix Box Office has recently moved. The new address is Kitchener House, Warwick Road, West Drayton, Middlesex (Telephone: West Drayton 47569).

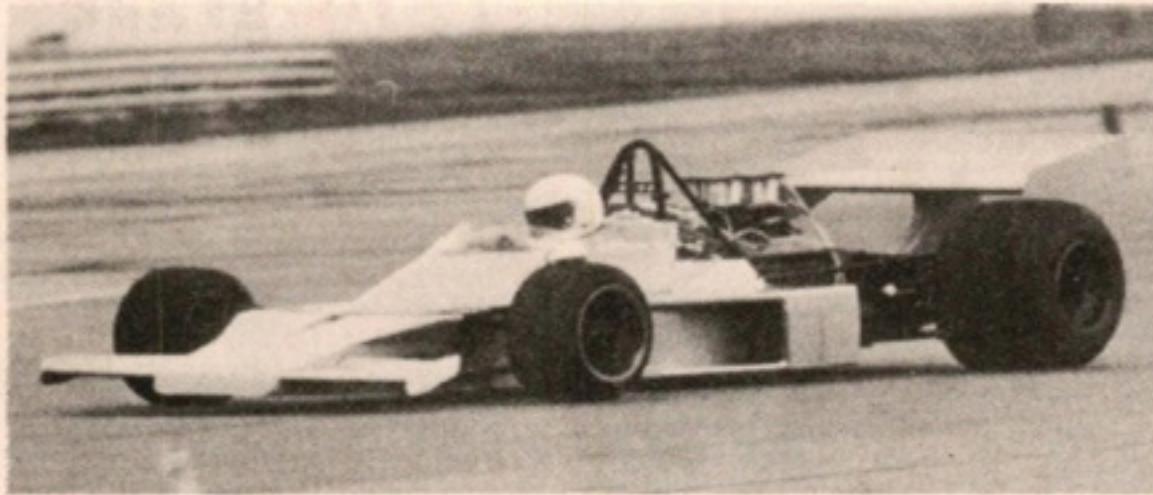
Advance booking details for some on next year's races are already to hand and clients are advised to book early especially for Monaco where all the stands have been re-lettered.

Pit and Paddock

McLaren M25 tests



John Nicholson was testing the brand new McLaren M25 F5000 car for the first time last week. It shows obvious parentage to the current M23 F1 car with the side radiators and general layout. This is the first McLaren F5000 car since the M22 in 1972 and in its first runs Nicholson got it down to 50.6 s which is well under the outright lap record.



Gardner's Tarmac championship

Frank Gardner was presented with the Tarmac Trophy and £2000 at a reception at the Grosvenor House Hotel on Tuesday for the second year in succession. Gardner's exploits in the SCA Freight G2 Camaro gave him enough points to clinch the Tarmac British Racing Championship which he also won last year. Second place in the championship went to Peter Gethin (F5000) and Colin Vandervell (Atlantic). Points are scored by the first six in each International race held in Britain providing they hold British international licences.



Frank Gardner—second title.

Increased Jaybrand libre money

The successful Jaybrand Racewear Formule Libre championship which was inaugurated this season at Silverstone will continue next season.

Next year's championship will again be run over six rounds: March 17, April 15, May 27, June 30, August 6 and October 5 all being run at Silverstone of course.

The scoring will be on a 9-6-4-3-2-1 basis with all rounds

to count, the final being for double points. As a result of this year's success, Jaybrand have doubled the prize money for 1974. The money for each round will now be £36 for first with £24, £16, £12, £8 and £4 for the first six places. The winner of the championship will receive £100 and the Jaybrand Racewear Trophy while second and third placed men will get £50 and £25 respectively.

US scene uncertain

With the American energy crisis scaring away both fuel companies and other potential sponsors, worries about the possibilities of restriction or banning of motor sport and the SCCA still struggling to reorganise its two major professional championships, the North American scene is not terribly bright.

It does however now seem, although the SCCA has yet to make any official statement, that both the CanAm and F5000 championships will continue much as before, while there is a lot of enthusiasm being generated by the re-emergence of Formula Atlantic (FB) as a professional racing class.

Despite the miserable tone of this year's CanAm series, the G7 cars continued to draw good audiences—all but one race attracted more than 40,000 spectators and this alone is enough to guarantee the immediate future. It seems that the CanAm series will continue for 1974 with turbochargers although there will be as yet unannounced fuel capacity limits. All of the eight circuits which organised CanAm in 1973 will almost certainly be back next year.

The F5000 series on the other hand is still in a vague state of being without a real prospect of a series sponsor. The financial strength of the championship rests with the SCCA negotiations with USAC towards the two clubs combining to organise and promote F5000. USAC, of course, have been very interested in the big single seaters for the past few years and the loss of L&M has come at a time when USAC had begun to put their energies into expanding the number of profitable 500 mile races and moving away from the rather unsuccessful short track events. Although USAC and SCCA have historically been fierce opponents the past year has seen a mellowing in attitudes on both sides and throughout recent months there have repeatedly been rumours of discussion between the two clubs. It now seems that some kind of merger will take place with USAC's big plans held in reserve until 1975. The general opinion is that the coming season will see the end of the costly turbocharged-Offys in USAC with a switch to stock block engines for the following year. In fact

Parnelli Jones and Vel Mellikich recently suggested the banning of the Offy in favour of stock blocks. All this would of course leave the door wide open for F5000s to fill the USAC championship void and in all probability, the potential USAC/SCCA F5000 championship would provide an ideal test and sounding board for the adoption of F5000 or an F5000-based formula.

At the moment Riverside, Laguna Seca, Elkhart Lake, Mid-Ohio and Road Atlanta are almost sure of running F5000 events while Mosport is more than interested in the idea. There should be at least two more events but the lack of additional financially sound circuits is keeping any serious speculation about when and where to a minimum at least until the legitimate existence of a championship is announced. The current talk is of prize funds ranging between \$30,000 and \$60,000, a reduction on the L&M pot but nevertheless viable quantities of dollars for teams to shoot for. Additionally, the projected races at Elkhart and Mosport are planned to be run in conjunction with those two circuits' CanAm.

With lots of prodding from Fred Opert and Jo Grimaldi, professional Formula Atlantic rounds could well back up a handful of the F5000 races as well as running a few more separate events. In all, there are plans for 10 FA races in the US with the schedule designed to dovetail with the seven round Players-backed Canadian championship. There are at least two major companies who are talking seriously of backing the American races while a gentleman by the name of Dale Lang is apparently prepared to support the races if no commercial sponsor can be contracted. The Gold Cup Formula Super Vee championship, deadly rival in North America of FA, will continue much as it has during the past few years. Four or five rounds will support CanAm, a couple of additional events will appear on their own and Porsche Audi will again supply a \$10,000 prize fund.

Our American correspondent Gordon Kirby reports that the Formula Atlantic people in Canada are keen to have some exchange races with the British people especially as the same sponsor is involved.

- Despite rumours to the contrary towards the end of the season JCB are again sponsoring the very successful Historic Car Championship in 1974. Anthony Bamford expressed how pleased he and the giant excavator firm had been with the popularity of the series, at a very entertaining prizegiving held in London last week. Details of the 1974 JCB Historic Car Championship will be announced by the series organisers Speed Merchants within the next few weeks.
- Intending competitors in next year's RAC British Group 1 Championship with Chevrolet Camaros should make sure they have the correct model. After four years certain models are withdrawn from the homologation list and from December 31st, 1973, the Chevrolet Camaro 350, the 395 and Z28 will be deleted from Group 1 and therefore cannot compete in the British Championship. The only Camaro left on the Group 1 homologation list is the 70-350.

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COMPETITION RULES

1. Entrants can win only one prize and no cash can be substituted for prizes won.
2. The competition closes at midnight on January 31st, 1974. Entries received after this date will be deemed void. Entries will be judged as soon as possible after the closing date and winners will be notified by post.
3. A list of prizewinners will be published in the "Competitors' Journal" on 21st March, 1974.
4. The Judges' decision is final and binding and no correspondence will be entered into.
5. The competition is open to all U.K. residents except employees, agents, publicity advisers (and their respective families) of Sta-Power (U.K.) Ltd.
6. Proof of posting is not proof of receipt. No responsibility is accepted for loss, damage or delay to entries. Illegible entries will be disqualified. Only entries on this form will be accepted.
7. Prizes will be awarded to those entrants who correctly list all the differences between Can 1 and Can 2 and who, in the opinion of the Judges, come up with the most original new name for STA-POWER for advertising purposes.
8. All Entry Forms to be posted to: Magnificent 10 Competition, Sta-Power (U.K.) Ltd., Moneyrow Green, Holyport, Maidenhead, Berkshire.
9. Participation in the competition is automatic acceptance of the rules and regulations.

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CAN 1

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Name _____

Address _____

Telephone No. _____

All entries must be received by midnight 31st January 1974.
BLOCK LETTERS PLEASE (AND DON'T FORGET THE 95p.)

Pit and Paddock



This is the dramatic-looking Steinmetz Opel Commodore Jumbo 6000 which has been built for the proposed Silhouette formula. There are plans to run a special class for such cars in some Interserie rounds next year while Steinmetz would like to run it in some super saloon events in Britain although the rear wing could pose scrutineering problems.

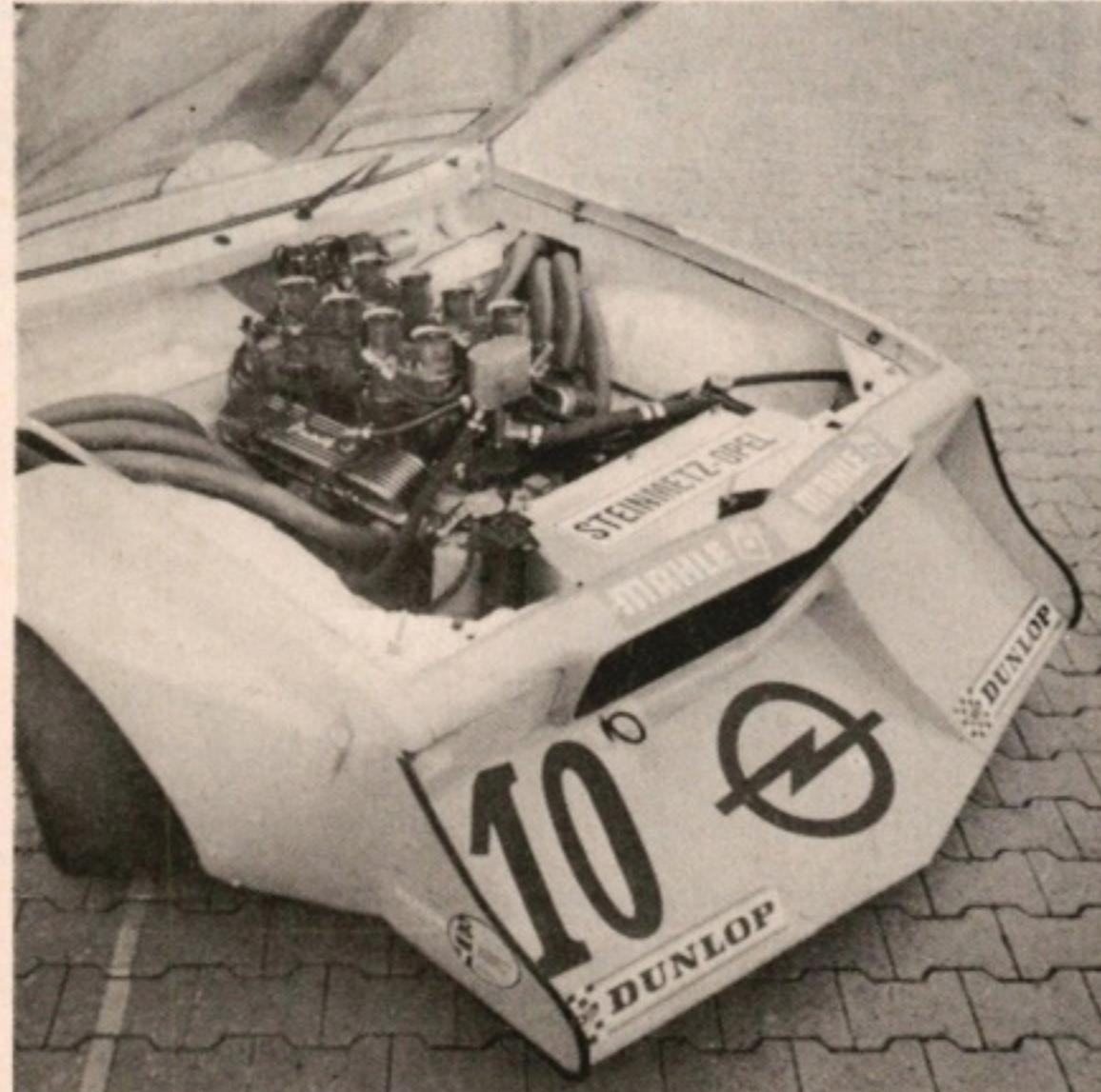
Steinmetz Opel silhouette saloon

The prospect of Silhouette saloon car racing is becoming increasingly greater. Klaus Steinmetz the Opel tuner, who announced the Jumbo 6000 Commodore this week, has approached the Interserie organisers with a view to them allowing hybrid saloons in the championship next season.

He has been encouraged by the Super Saloon series which Peter

Browning is currently planning for this country next season and the approach to the Interserie Union was that the cars should run under the British special saloon car regulations. Steinmetz reports that at least three of the Interserie organisers have promised to include special saloons (silhouette) cars into their races with good prize money.

Power house! The 6-litre Steinmetz prepared Chevrolet V8 which fills the front end. Note the enormous front spoiler.



Clubmen's plans

The Super Sports Register (formerly the Clubmen's Register), which has been thriving under the new secretary Peter (I came last in the championship) Evans has recently announced the format of the Clubmen's Super Sports formula for 1974.

Super Sports will be divided into two classes as before but the small class will now be allowed to use 1600 cc engines in FF trim. The regulations governing these engines (and clutches) will be identical to those for FF in 1973. This move has been made to encourage the smaller class, which was restricted to 1000 cc engines, and it is seen as a major cost reducing move. For next season at least it is felt that the 1000 cc engined cars currently in existence will be competitive and will still be allowed to run in the small class. It has been pointed out that by removing the mudguards and substituting steel wheels the 1600 cars will instantly be eligible for FF also.

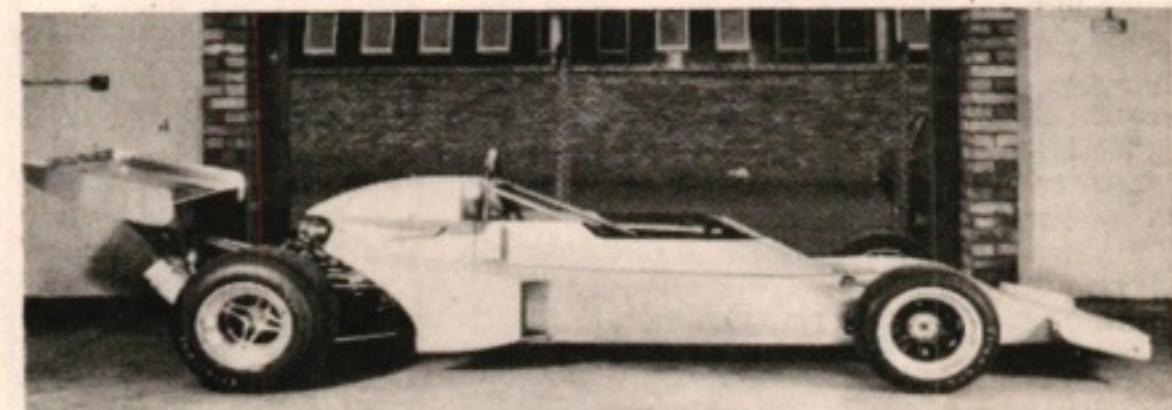
The up to 1600 cc big class will continue as before although down draught engines will be allowed following a ballot among members. With the cost of these

engines now around the £1000 mark the committee is looking into the possibility of a change to take effect in 1976.

Shell have agreed to continue their sponsorship of the major championship in 1974 which will be the fifth consecutive year that they have backed the class. The increasingly popular Silverstone Tricentrol championship will also continue as before. The Shell title will be competed for over 16 rounds the best 15 of which will count. A third championship backed by Pole Position Auto Accessories is currently being negotiated and TEAC and the 750 MC will run most of the events.

Following some successful exchange races with the Irish Super-Sports competitors arrangements are being made for this to continue next year on a larger scale. It is hoped that the Challenge will include Scotland and Wales as well as England and Ireland. Inglister, Llandow and Phoenix Park have agreed to hold races where four teams of six cars will compete. Further information from Peter Evans (St Albans 51894).

New Royale RP20



The first of Royale's new models, the RP20, was announced this week. It features a completely new monocoque with intercostal tank stiffeners derived from aircraft practice. An interchangeable tubular engine bay is used making the car easily adaptable for differing engines and gearboxes. It is proposed to sell the chassis for F2, Atlantic and F3.

BL support F5000 project

British Leyland of Australia are giving extensive support to a Formula 5000 project for the forthcoming Tasman series. The company are very enthusiastic about the use of their alloy 4.4 litre V8 engine from the Leyland P76 and this will be stretched to 4990 cc by Repco to be used by the works Elfin team. The deal will be exclusive to Elfin and their sponsor Ansett Airlines with the engine work carried out by Repco. The engine which is 150 lb lighter than the Chevrolet unit and develops similar horsepower, will be tested in John McCormack's Elfin MR5 before being installed in the new MR6 which is being designed specifically to

take the engine and which is smaller than the Chevrolet engine and therefore makes the wheelbase 2in shorter. A second car may be driven by Elfin's designer and constructor Garrie Cooper.

We wonder if British Leyland in this country may follow suit?

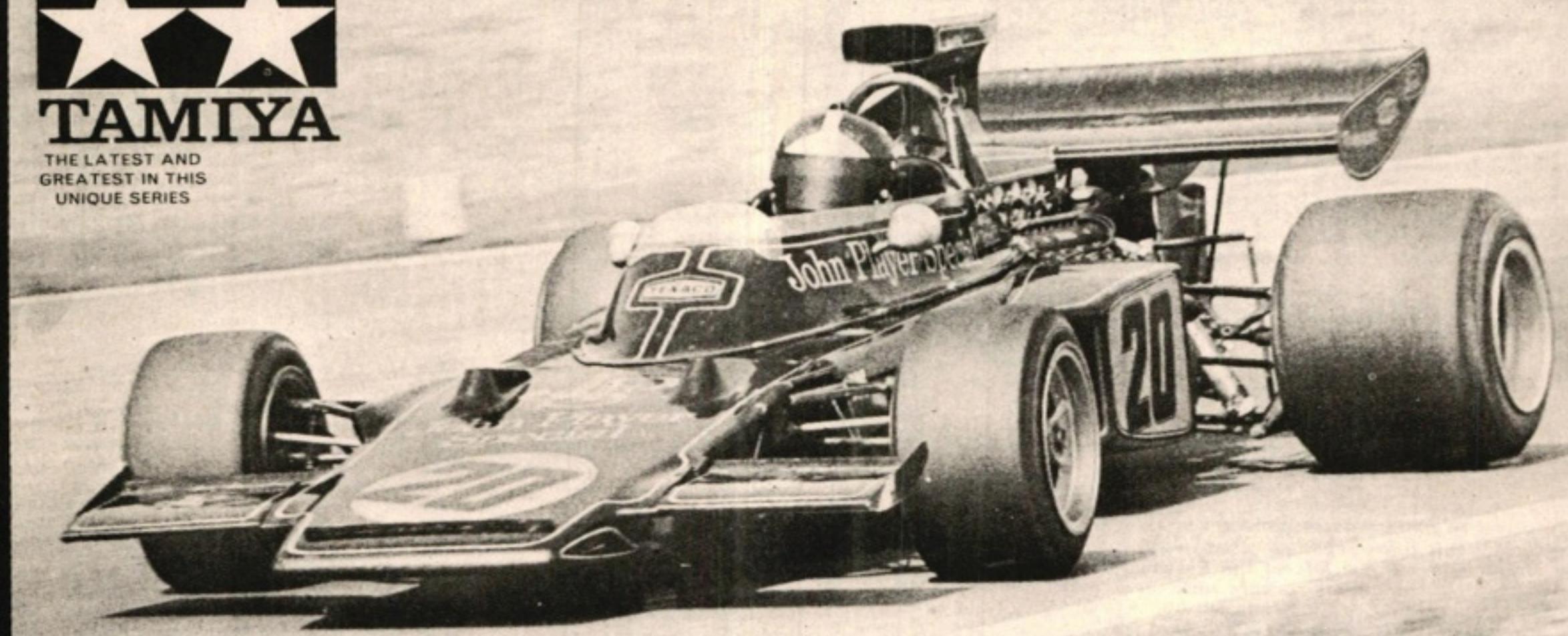
- The Spa 24 Hours has been deleted from the list of qualifying rounds in the Group 2 European Touring Car Championship. The event is still scheduled to take place on 27/28 as a non-championship Group 1 and Group 2 race. Belgium's round in the 1974 European Touring Car Championship will now be held at Nivelles on June 30.

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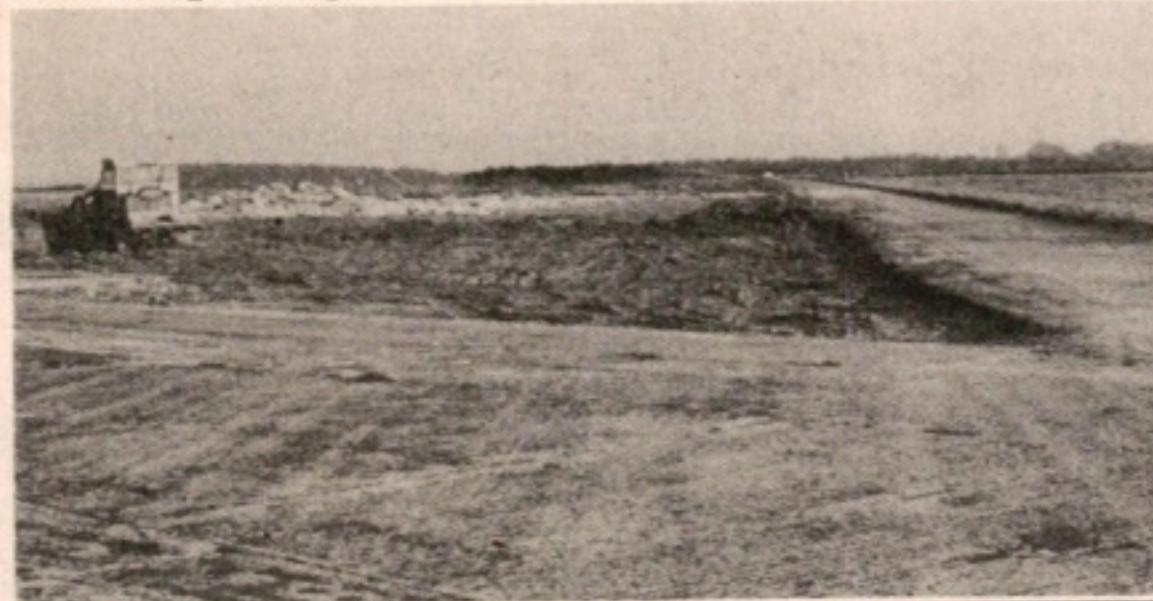


Pit and Paddock

Snetterton club circuit planned?



Pictures taken at Snetterton recently show work being carried out on a new club circuit to be regularly used in 1974. The top picture shows the new circuit going to the left of the Esses bridge. Other details will not be released by the circuit owners until next month but it is expected the main change will be missing out the Norwich Straight—Hairpin—Home Straight triangle.



● Bubbles Horsley will be the guest speaker at the London Special Builders' meeting on Monday, November 26. The meeting, which can be guaranteed to be hilarious, starts at 8 pm and is at the Craven Arms, Battersea, and everyone is welcome.

● Following Texaco's switch to McLaren it is widely suggested that Duckhams will be supplying oil to JPS next season. Foreign sources also indicate that Ferrari will not be contracted to Shell next year.

CATCHPOLE

GERAINT PHILLIPS... PER-INGE WALFRIDSSON...



AMILCARE BALLESTRIERI... LLANDRINDOD. STIG BLOMQVIST



...OVE ERIKSSON... CLOCAENOG... BJORN WALDEGARD... HELL!



... GIVE THE BLOODY WELSH HOME RULE, AND THEY WOULD TAKE OVER EVERYTHING.



This painting of Stewart at Monaco is one of a set of five of Motor Sport Christmas cards (excellent value at 60p) by Michael Turner. Also in the set are Peterson leading the Swedish GP, Jarier's F2 March at Karlskoga, Revson winning at Silverstone and Ickx's Ferrari chasing Follmer's Shadow in the Spanish GP. The dramatic Revson Silverstone finishing painting is also available in 22 in x 17 in print form. Details from Studio 88 Ltd, 95 West End Lane, Pinner, Middlesex HA5 3NU.

VW 1303 S wheels are legal

In my report of the Earls Court Show, I suggested that the front wheels of the VW Beetle 1303 S might be illegal, as the tyres project beyond the mudguards. It has now been decided that, although the tyres do project, the actual treads are effectively covered and the car is completely legal for the roads of England. On the other hand, the RAC will not accept the car for competitions, as it is laid down that no part of the tyre may bulge beyond the mudguard. Obviously, the front track has been increased in adopting outside scrub radius geometry and no doubt the panel beaters of Wolfsburg will find a way of stretching the body a little in due course.

JOHN BOLSTER

● Scottish hillclimb champion Iain McLaren has bought one of the Rondel Motul M1s for next season.

Brands Hatch

Tony Lanfranchi returns to single seater racing at Brands Hatch this Sunday with a McLaren M18 while he teams up with John Markey in the Group 1 race in a pair of BMW 2002 Tiis. Other leading libre entries include Malcolm Clube's McLaren M1C, Frank Sytner's 2-litre Chevron and Peter Deal's Brabham Repco, while the G1 event features Peter Barguss' Camaro and a collection of Escorts and Marinas. There are combined races for special saloons and mod sports which feature Gerry Marshall's Firenza, Nick Whiting's Escort-FVA, Bill Cox's Ford Berpop and Robin Gray's Morgan Plus 8 in the bigger event and Sedric Bell's Mini, John Homewood's Imp and Bob Jarvis' Davrian in the smaller one. Syd Fox's Hawke DL 11 heads the Formula Ford entry and the rest of the seven race programme organised by the Romford ECC comprises Mini 7s and Mini Miglia events. First event starts at 1 pm.

By Barry Foley

Correspondence

Nomex the best?

As the distributor of Linea Sport's FPT racewear, I read the article by Bob Constanduros in AUTOSPORT last week with some interest.

It would have been a great deal more interesting if drivers had the opportunity to compare the figures quoted for Nomex with those that can be achieved under identical conditions with other materials. This might be a problem since the "protective index" for which figures are quoted so freely is not defined and would appear at best to be something dreamed up by Dupont for advertising purposes.

I have a simple test to convince our customers of the effectiveness of FPT. I take a test "glove" consisting of two outer layers and one underwear layer of FPT, place the "glove" over hand and arm, soak the end of the glove with petrol and put a light to it. The fire burns fiercely for 1 m before the heat inside becomes uncomfortable and at this point the underwear layer is completely unmarked. I would estimate that the material will withstand at least another minute of petrol fire before the skin was affected and even then the outer layer of the FPT material retains at least 40 per cent of its structure which is a crucial factor in the protection of the driver.

I wonder if Peter Atkin or Chris Steyne would be willing to demonstrate the alleged superiority of their latest product to their customers in a similar way?

STAINES, MIDDX. D. W. SPICE
(Director, Gordon Spice Ltd).

RAC criticism; one year later

It is just over a year since you published my last letter regarding the organisation of motor sport and I feel that the time is right to see what progress has been made.

You may remember that the only official reply from the RAC was a letter from Mr Delamont suggesting that your staff should have checked my comments about the finance of the RAC before printing. I took the opportunity to talk to him, but unfortunately he was extremely evasive on the subject of finance. However, he expressed himself to be largely in agreement regarding many of the other points that I raised. I am therefore disappointed, but not surprised, that a year later nothing would appear to have been done. And with what appears to be the loss of the Motor Sport Bulletins, we now get no information.

When one looks at the current position of motor sport in this country it is not difficult to find a large number of faults. We have a situation where next week we have a meeting of the British Saloon Car Drivers Association, to discuss the regulations of the RAC National Saloon Car Championship. The RAC, in discussion with the relevant parties, should have published finalised regulations in the spring of 1973. Fortunately they will be saved the embarrassment of road tyres. The recent story of the disqualification of Derek Lawrence's car from the BOC FF series is another example of total bungling.

After the publicity regarding the tragic death of Roger Williamson, did the RAC instantly check safety precautions at British circuits, particularly Armclo barriers? If they did, surely they should have publicised the fact, to renew public confidence, as any similar incident in the UK would surely endanger the survival of motor racing. In similar vein, has anyone from the RAC discussed the new legislation on sports crowd control with the Government, to point out the difficulties and differences compared with more confined activities?

One could carry on *ad infinitum*, but finally I am pleased that I have not entered a race

The editor is not bound to agree with readers' opinions

on January 1 as I understand that the Blue Book will not be published until mid-January. I hope my car complies with 1974 regulations.

Surely we now have a situation where the RAC should either get their house in order and govern motor sport effectively in liaison with interested parties, or get out.

With effective professional organisation we could have all regulations a year in advance, a balanced calendar in co-ordination with clubs and circuit owners to the joy of competitor and spectator alike, balanced formulae, good general PR and happy sponsors.

I doubt whether it could happen because we will probably all be banned with the onset of petrol rationing, to which the RAC will meekly acquiesce. If one worked out the percentage of the crude oil supply used in motor sport in relation to the total usage in the UK, it must be minimal. If any other group like package holiday makers were threatened, there would be enormous public outcry and complaint but to us, surely, motor sport is a similar relaxation, but with no "ginger group" to fight its cause.

I would imagine that the only result of this letter will be calm words of reassurance from Belgrave Square. All will carry on. It is up to us, the competitors, to force the RAC to change their attitude or get out.

LONDON, SW12. M. E. ENGLAND.

GP scoring suggestions

Here are three suggestions, which in my opinion, would make the Grand Prix points scoring system more interesting:

1. As there will be 15 Grand Prix Marques racing in 1974, plus several private teams, the points should be awarded on a 20-15-12-10-8-6-4-3-2-1 basis for the first 10 drivers and cars. The 9-6-4-3-2-1 system was fine when there were only 16 starters, but now there are almost double the number, the old system means that only one-fifth of the starters stand a chance of scoring points.

2. Each car finishing in the first 10 should gain points rather than the best placed representative of each Marque. If this were applied to Formula 1 Lotus' championships in 1972 and 1973 would have gone to McLaren and Tyrrell respectively, to name just two examples. This would encourage better teams which would in turn lead to better competition. It would also put an end to number two drivers in competitive cars where the team leaders get all the credit.

3. The system whereby a point for the fastest race lap is awarded should be reintroduced along with a similar point for the fastest practice lap, ie gaining pole position. This would apply only to drivers.

Finally, having just received this week's issue, thank heavens for people like Noel Edmonds. The sport needs people like him if it is to become a leading sport. Keep up the good work, Noel.

CRANBROOK, KENT. TIM KENDALL-CARPENTER.

Mosley's amendments

With reference to Max Mosley's *Purely Personal*, the minor alterations he proposes are a sound scheme provided that (a) any such alterations are agreed at a sufficiently early date so that they may be carried out in plenty of time; (b) such alterations are not the thin end of the wedge and we are left with a lot of poor copies of the Paul Ricard circuit or something like it; (c) and finally all parties involved agree that any alterations be given a reasonable trial period before any more alterations are done.

Mr Mosley's point about a heavier car not necessarily being a safer one is taken, but if the regulations stipulated that as well as an

increase in the minimum weight an increase in the structural strength by specified means was to be applied some gain in impact protection would be gained and this would not, surely, be an obstacle to technical progress.

"Emasculating" F1 by reducing power output, tyre and wing sizes, etc, is not going to be of any real benefit since it is, as Mr Mosley says, a retrograde step, but a stronger, slightly heavier car is surely not a bad thing.

The financial aspect of the actions of the CSI and the amount of cash which is coming into the sport was also mentioned, and all of this money is, of course, necessary, but may I suggest that a little of this money be diverted into a fund to help to pay for the training and equipping of fire marshals. In order to train a man to extinguish a fire you need something to burn and something to put out the fire with and petrol, old chassis and extinguisher refills cost money, money which the clubs who train marshals for the circuits in this country simply have not got to spend. The average enthusiast who does the fire marshals job at the Grand Prix and any other meeting simply cannot afford the cost of really good protective clothing and so he uses what he has. Surely any marshal going to a fire to try to rescue a driver (and, incidentally protect one of Mr Mosley's or someone else's valuable investments) by putting out the blaze is entitled to all the protection he can get, but the best costs money. Surely for all the sponsors to get together in order to help with the cash for suits, training, etc, is not, even in these days of fierce commercial competition, even in motor racing, too much to ask?

JOHN WINTER.

VW-VWs in Rallycross

With particular reference to Paul King's report of the Embassy European Rallycross Final at Lydden on November 3, I would like to correct the common assumption that fast VW Beetles are invariably Porsche-powered and to make it clear that the well-known VW of Peter Kiss Racing, driven by Herr Franz Wurz, does not have a Porsche engine and nor for that matter did any of the other four extremely quick VWs at the meeting.

The Peter Kiss car is powered by an enlarged version of the 4-cylinder Volkswagen 411 (now 412) engine. Capacities of 2.2 to 2.5 litres are easily obtained from this unit using barrels and pistons of 98/100/103 mm bore and using special long-throw crankshafts of 76/78/79 mm. Moreover, Peter Kiss claims that his 2.4 litre VW engine develops 170 bhp at the flywheel—who needs Porsche power at Porsche prices!

EATON SOCON, HANTS. JAN WORZENCRAFT.

Recognition for Hailwood

Whilst in no way belittling the very considerable bravery shown by David Purley in the tragic Dutch Grand Prix; surely it is important that Mike Hailwood should achieve a little more recognition for his heroism in South Africa earlier this year? It would seem that his efforts have been somewhat overshadowed by Purley's and apart from the "Prix Rouge et Blanc" award, he has been honoured with few tributes.

Finally, I should like to know how much longer we have to wait before Derek Bell is allowed to prove his substantial driving ability in a competitive car? Surely after James Hunt, he must be Britain's No 2 driver and yet, apart from unreliable Gulf-Mirage and the occasional uncompetitive Surtees F2 drive, he has been given little chance to prove himself. Surely soon he will be offered a competitive F1 drive; something which he richly deserves.

STOWE, BUCKS.

ROBERT SYNGE.

Motor clubs to face big challenge off the tracks

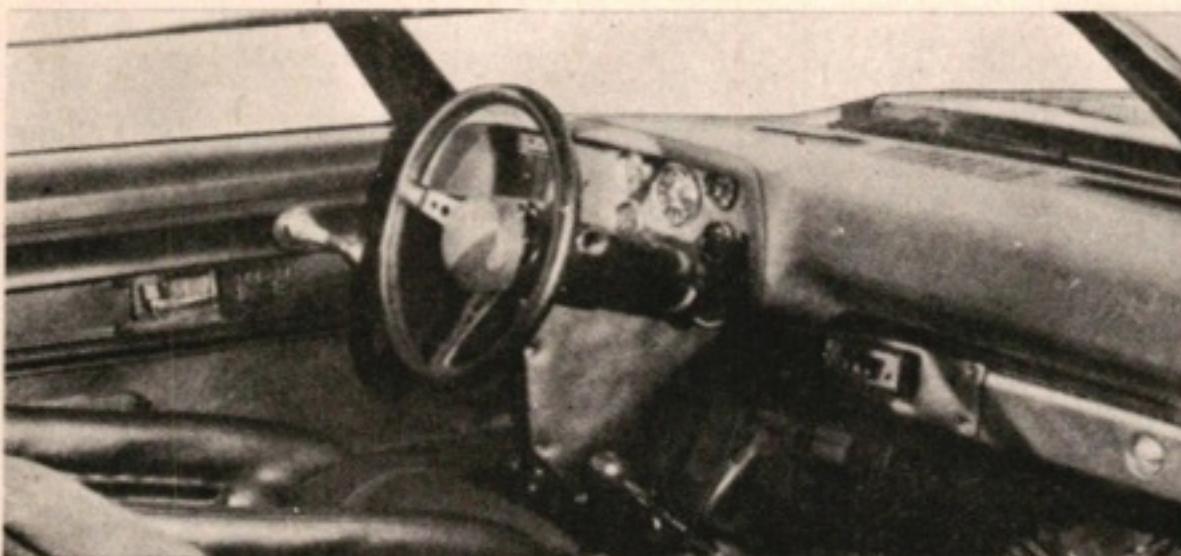
The winter months, traditionally a quiet time for some motor sports, look to be very exciting this year as motor clubs throughout Britain will be competing for the Castrol Motor Club Quiz Championship of 1973/74.

The quiz is now in its fifth successive year. And like track events it requires nerves of steel and good anticipation. Questions are tough and the competition of a very high standard.

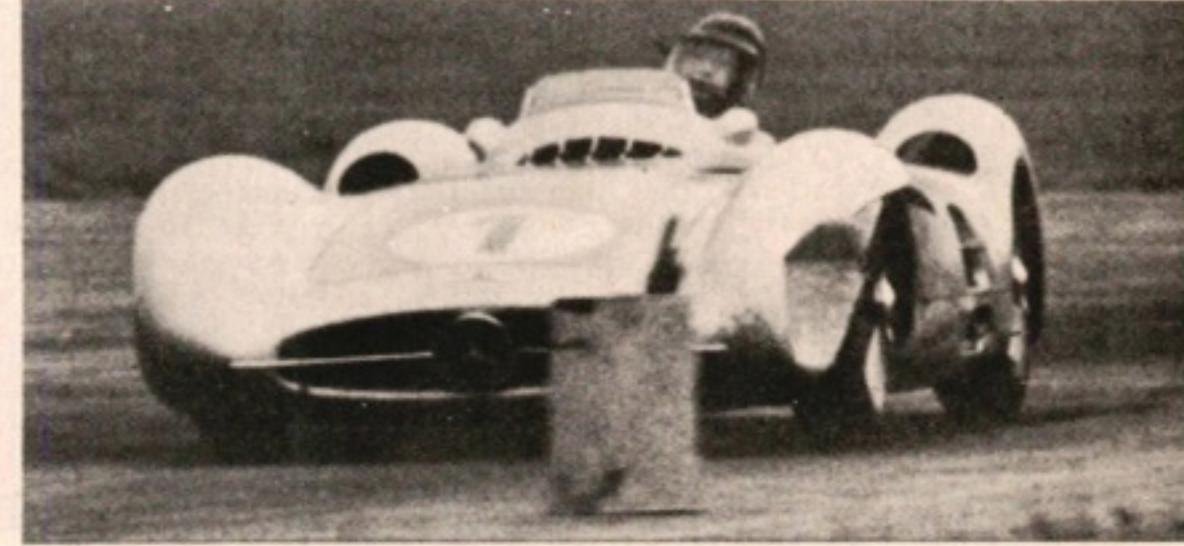
This year's series has attracted no less than 370 clubs (ladies teams amongst them) which for convenience sake have

been divided into 12 national regions. 30 games are played in each region to decide regional winners who then go forward to 'play-offs' in four Inter Area Finals. The winners from each of these play-offs then sharpen up their wits for the semi finals and final to be held on 6th April at the Belfry, Wishaw, Nr. Lichfield, Staffs.

The lucky winning team apart from taking home the title will win cash awards for their club and individual prizes for themselves. So if your club is entering give them all the support you can.



1. What car does this cockpit belong to?



2. Can you name the driver and the occasion?



4. Do you know who drives this Volvo?



3. Whose face?



5. On what event did this car win its class and who was the driver?



6. Can you identify this well known saloon car driver?

And a challenge for you

Our simple picture quiz. Answer in the spaces provided and if you are one of first six correct entries opened you could win a Castrol rally jacket or a Castrol holdall (for runners-up).

It's easy, and here's a clue. Every car or driver is or has been a Castrol user.

Maybe you aren't entering the Castrol Motor Club Quiz Championship, but you can certainly enter this one. And win yourself a nice prize.

Closing date: 7th December, 1973. Results published 20th December, 1973.

Send your entry to:
Castrol Picture Quiz, Clubs
Department, Burmah-Castrol Co.,
Burmah House, Pipers Way,
Swindon, Wilts SN3 1RE.

1 _____

2 _____

3 _____

4 _____

5 _____

6 _____

Name _____

Address _____



Eligibility: Employees and their families of both Castrol and of their advertising agents are ineligible for entry into this competition.

**1973 INTERNATIONAL
RAC RALLY
OF GREAT BRITAIN**

The original of all "Flying Finns" was comfortably in the lead of the 21st RAC Rally after the first section of 37 special stages was completed on Sunday evening. Makinen's lead over second place man Bjorn Waldegaard was a comfortable 3 m 32 s when compared with Clark's lead on Blomqvist at the same stage last year of just one and a half minutes. Waldegaard's driving of the heavier and less agile BMW has been without flaw and the recently unlucky Swede must be hoping that the car will remain as reliable during the second half. Roger Clark arrived at York in third position 3 m 54 s behind Makinen and suffering from a flu bug caught from Ford Safari aeroplane man, Bill Parkinson, during a pre-rally holiday in Africa. His fever was particularly severe during the night in Wales and hoping to feel better after a night's rest Clark was determined to make up the time he has lost. Two other British drivers in the top ten overall at York were Barry Lee (Centre Hotels RS1600) and Andrew Cowan (The Scotsman RS1600) occupying eighth and ninth places respectively.

Scrutineering on Friday presented no real problems. The Datsun 240Zs had to be modified around the rear bulkhead as their fire walls would not pass the scrutineers. Adrian Boyd, with Roger Clark's last year winning car, was also rejected initially as the petrol filler pipe was not properly covered where it passed through the rear shelf. A tank was fitted for the RAC by its new owners, R. E. Hamilton, as Clark removed his own small tank before the car was dispatched to Ireland. Ford's only real problem before the rally was not with the rally cars but was concerned with the Granada service vehicles which were breaking wheels as the result of a bad batch of Minilites. Timo Makinen, as ever hoping for snow and generally poor conditions had opted to run with the narrow rear axle and after fitting it was found to be causing the tyres to rub against the inside of the wheel arches and had to be spaced out. Saab were using specially developed Dunlop tyres for this event which during testing were found to be three seconds quicker over a two kilometre course. Lampinen would also be driving with the Salisbury limited slip differential for the first time as he has in the past driven Finnish Saabs with the older Borg Warner diff.

The rally started on Saturday in what can only be described as mint condition weather—weather which held its perfect behaviour all weekend, in spite of all the rain and gloom predicted by BBC weathermen. The crowds in

Timo Makinen on Radnor with flat rear tyre. Above: One of the three Opel Commodore GSEs on Clipstone North.



RAC RALLY — INTERIM

**Makinen sets the pace
for Ford from Waldegaard's
BMW — many retirements**



York for the start and the huge turnout paying one pound per car at the first special stage, at Bramham, set the pattern for the weekend with more spectators making the annual pilgrimage around the route than ever before. There was an estimated crowd of 10,000 for the slickly organised Bramham stage to watch Roger Clark return the quickest time just one second ahead of Stig Blomqvist though the undoubtedly crowd favourites were Eriksson and Kullang who perhaps wasted just a little time here (9th and 10th quickest) giving their Swedish Dealer Team Opels a first very side-ways airing. Both Renault Alpines returned unimpressive first times here, Nicholas with Claude Roure co-driving and Therier with Jean-Pierre Vial who was extensively bandaged around his head; the result of a recce accident with Alain Mahe when their car ran under a lorry on the Tour de Corse route. A remarkable eighth fastest on the first stage was Chris Wathen/Brian Hillis with the Vospers of Plymouth RS1600. The three Datsun 240Zs were already showing rather clumsy perform-



Markku Alen/Ikka Kivimaki, Motorcraft RS1600, impressed the large crowds on Saturday with very spirited driving.

ances—their braking and handling problems would be paid for heavily during the night in Wales and the sole-remaining car of Harry Kallstrom arrived back at York in a lowly 23rd overall. Kallstrom had experienced no mechanical hold-ups but complained bitterly of the car's unpredictable handling and inadequate brakes.

With stages four and five, at Blidworth and Harlow, cancelled the fourth run stage of the day at Sutton Park provided the first real dramas of the rally, a tightening fast right hand bend the cause of all trouble. This was as far as the Hannu Mikkola/John Davenport Escort travelled this year coming off here heavily. Most unfortunately Mikkola, in holding the car straight and preventing it from rolling, broke a bone in his right hand from the kick back from the steering wheel and the considerable pain from this injury prevented their continuing. The crew were otherwise undamaged. Very unlucky here was Russell Brookes who did what Mikkola managed not to do and turned his works-loaned Escort over and out of the rally, the car now requiring a new body shell. Many other Escorts found the situation impossible too. Adrian Boyd with Robert McBurney (Lombard and Ulster RS1600) flew off and landed so heavily they shortened LVX by almost three inches, creasing the roof, pillars and underbody though they managed to continue only to be pulled out of the rally in Wales later in the night after a head gasket failure was using progressively more and more water. Boyd was also in pain when driving from his wrists both of which were badly strained during the nose-in landing at Sutton Park. Markku Alen also left the road here though not so heavily. Tony Fall put the Datsun over the edge here as did Paul Appleby and many others on their first run over Sutton Park.

More cancelled stages followed with only Glasshampton being run with Common, Quarry and Ludlow all out before the early evening halt at Llandrindod Wells before the "real" rallying started with a night of forests visiting all the Welsh favourites. Therier's run came to an end in Glasshampton with a crippling electrical failure. Positions at Llandrindod showed Clark to be holding a very slender lead from team-mate Makinen of five seconds with Blomqvist third only 14 s back; Waldegaard 15 s behind Clark followed by Eriksson and Rohrl, Lee, Kullang, Eklund and, in an excellent tenth place the new Scottish

Rally Champion, Drew Gallacher with the Wylies/Shellsport Escort RS1600. Positions with the ladies at this stage showed Pat Moss-Carlsson to be well ahead of Eeva Heinonen (Volvo), Rosemary Smith (Escort) and Marie-Claude Beaumont's big Opel Commodore GSE which looked to be quite a handful on the stages though no doubt one of the most comfortable rally cars of current times. Walter Rohrl's German Opel was going particularly well although Rohrl was suffering severe toothache, which was not cured until Sunday night.

Wales did just what was expected and by morning the field was depleted, sorted, spaced out and many of the cars running showed signs of the hard night work-out. The night's route from and back to Llandrindod (again at 07.30 hrs, Sunday) involved a route taking in 19 stages starting with Red Lion Hill and Cwm-Ys-Gawen off the A483 section from

Crossgates to Newtown to the two Hafren stages followed by Tariesin, the Doveys and Coed-y-Brenins, Clocaenogs one to four and Dyfnant followed before Llandrindod was visited again.

Opel suffered three retirements during the night, with Aaltonen, Kullang and Eriksson all disappearing before morning, Anders Kullang and Ove Eriksson both retiring on Tariesin, Kullang going off and Eriksson with a holed piston which had been ging for some time and finally disintegrated here. Two of the three Datsun 240Zs retired on this section with Chris Sclater first to go on the second Dovey stage when he arrived at a tightening left hand bend on a crest and unable to set the car on the brakes he used power to scrabble round but fell into the ditch on the exit, well enough off to give up. Tony Fall's rally came to an end in somewhat similar circumstances on Coed-y-Brenin Two when

Simo Lampinen is climbing the leader board after a subdued start.



**RAC RALLY
OF GREAT BRITAIN**

he went off unluckily landing on a pile of rocks which pushed the pedal box in and, though the car was not badly damaged, he was unable to continue without the use of the floor pedals jammed against the body. Colin Vandervell with Andy Marriott were victims of the one hazard of the fine and clear night —ice which lurked in patches on stages and public road link sections. Vandervell hit ice on Hafren Two while putting up a performance with his 160 bhp RS1600 putting him in the top twenty league and spun into the bank. After struggling out of the stage Vandervell/Marriott retired after one final blow when a half shaft pulled out just two hundred yards from their service point. As the front wheels were pointing in entirely different directions they decided to retire.

Blomqvist's fine run came to an end on Coed-y-Brenin when the suspension was damaged after clipping an unknown object while ditch hooking round a bend. Though the car was only very superficially damaged both wishbones on one side were bent and the mountings distorted. The jack was used between the wheel arch and the suspension to push it back into line but due to the impact the engine was found to be hanging on its mountings and with severe vibration problems which virtually shook the carbs off Stig Blomqvist had to retire. Prominent Escorts to retire on this leg included Adrian Boyd with head gasket failure and Vic Preston Jnr who called it a day with the same problem at the Capel Bangor control. One car to improve during the night was the lone Lancia Marlboro entry of Amilcare Ballestrieri/Silvio Maiga, their Fulvia which was reported to be in much better shape after the Llandrindod control in the morning after a variety of earlier problems

Above : Jean-Pierre Nicolas with the one remaining Alpine on Dovey I. Below : Second place man Bjorn Waldegaard on the first Dovey stage.





Eeva Heinonen sets her Volvo 142 up for a left-hand bend early in the rally.



Above: Shekhar Mehta surprised many with his performance in the Datsun Sunny. Below: Tony Fall on Dovey with his ill-fated Datsun 240Z.

1973 INTERNATIONAL RAC RALLY OF GREAT BRITAIN

had been successfully sorted out.

The first stage after the morning control proved quite a problem for many. Richard Hudson-Evans quite possibly the unluckiest after rolling the Team Optrex Peugeot on an uphill section but managing to continue. Pat Moss-Carlsson's run ended whilst leading the ladies section when after a puncture the Alpine slid off into a log pile. Punctures seemed to be the order of the day here and Makinen, Andersson and Ailen all suffered deflated left rear tyres with Per-Inge Walfridsson going one better in having both offside tyres flat.

Other drivers to suffer during the night included Robin Eyre-Maunsell who ended a trouble free run with the Chrysler Dealer Team (Ulster) Imp when he put it off on the first Dovey at a fast left hand bend. Tom Seal lost time on Tarenig after a ten minutes excursion going off backwards. Colin Grewer had trouble here too, putting the old Volvo 131 off 100 yards farther up the same stage. Paul Appleby's RS1600 came to a grinding halt on the first Hafren with a severed oil pipe and Will Sparrow's DTV Vauxhall Firenza also suffered a mechanical failure when the cam-shaft failed on the third Clocaenog stage. George Hill's Firenza suffered from a sporadic misfire on three cylinders for much of the first leg and Hill also lost time when the axle failed just 100 yards into one of the last stages on Sunday, at Billing. The tarmac stage at Burwarton on Sunday morning was the scene of Barry Lee's second excursion when he arrived too fast for a tight and slimy corner and put the car deliberately off to minimise lost time in becoming stuck. Tony Fowkes did just the same thing at the same bend though Fowkes was less fortunate and disappeared off the outside of the corner losing much more time as spectators fought to push the car back on. Two other Escorts lost on the first loop included Peter Clarke who retired early on and Paul Faulkner who retired after rolling the car.

Positions at York for the first 30 cars overall at York was as follows:





Fiat's newest team driver Maurizio Verini survived the first stages to arrive 25th overall at York.

Provisional overall classification at York Half, Sunday night, 1, Timo Mäkinen 1.8.47; 2, Björn Waldegaard 1.8.19; 3, Roger Clark 1.8.41; 4, Walter Rohrl 1.8.34; 5, Simo Lampinen 1.8.07; 6, Pär Eklund 1.8.47; 7, Pär-Ingemar Walfridsson 1.8.02; 8, Barry Lee 1.8.46; 9, Andrew Cowan 1.8.09; 10, Jean-Pierre Nicolas 1.8.22; 11, Gunnar Blomqvist 1.8.00; 12, Lars Carlsson 1.8.13; 13, Markku Alén 1.8.10; 14, Sc. G. Barbasio 1.8.44; 15, Ove Andersson 1.8.45; 16, Drew Gallacher 1.8.46; 17, Eric Aaby 1.8.47; 18, Bror Danielsson 1.8.34; 19, Achim Warmbold 1.8.58; 20, Tony Fowkes 1.8.51; 21, Jack Tordoff 1.8.00; 22, Taipio Rainio 1.8.06; 23, Harry Kallstrom 1.8.34; 24, Colin Malkin 1.8.12; 25, Maurizio Verini 1.8.42; 26, Shekhar Mehta 1.8.53; 27, Soren Skanse 1.8.03; 28, Elbie Odendall 1.8.18; 29, Chris Blynon 1.8.53; 30, Donald Heggie 1.8.12.

SS 1 Bramham
1, Clark 2.35; 2, Alén 2.36; 3, Blomqvist 2.38; 4, Mäkinen 2.39; 5, Waldegaard, Eriksson and Kullang 2.41.

SS 2 Clipstone North
1, Clark 2.15; 2, Alén 2.16; 3, Mäkinen, Blomqvist and Mikkola 2.17; 6, Brookes 2.18.

SS 3 Clipstone South
1, Mäkinen 1.31; 2, Mikkola 1.38; 3, Clark and Waldegaard 1.39; 5, Alén and Brookes 1.40.

SS 6 Sutton Park One
1, Clark 5.06; 2, Waldegaard 5.10; 3, Blomqvist and Rohrl 5.14; 5, Lee 5.15; 6, Mäkinen 5.17.

SS 7 Glasshampton
1, Mäkinen 1.42; 2, Blomqvist and Nicolas 1.45; 4, Clark, Waldegaard and Rohrl 1.46.

SS 11 Red Lion Hill
1, Blomqvist 3.08; 2, Mäkinen 3.13; 3, Waldegaard 3.15; 4, Alén 3.16; 5, Eklund 3.17; 6, Kullang 3.18.

SS 12 Cwm-Ys-Gawen
1, Mäkinen 4.16; 2, Eriksson 4.23; 3, Waldegaard 4.24; 4, Blomqvist 4.25; 5, Lampinen, Kullang, Fall and Lee 4.26.

SS 13 Hafren One
1, Alén 6.42; 2, Waldegaard 6.43; 3, Blomqvist 6.47; 4, Eriksson and Kullang 6.49; 6, Rohrl 6.53.

SS 14 Hafren Two
1, Waldegaard 11.20; 2, Mäkinen 11.29; 3, Eriksson and Rohrl 11.41; 5, Alén 11.42; 6, Blomqvist and Kullang 11.45.

SS 15 Tarenig
1, Mäkinen 7.00; 2, Blomqvist 7.01; 3, Waldegaard 7.04; 4, Lee 7.05; 5, Clark, Eklund, Söder and Walfridsson 7.10.

SS 16 Myherin
1, Waldegaard, Alén and Rohrl 4.25; 4, Eklund 4.26; 5, Fall and Lee 4.27.

SS 17 Rhedol
1, Blomqvist and Mäkinen 3.01; 3, Waldegaard 3.04; 4, Eriksson, Walfridsson and Lee 3.06.

SS 18 Taliesin
1, Lee 8.02; 2, Clark 8.04; 3, Cowan 8.06; 4, Lampinen 8.07; 5, Fowkes 8.09; 6, Waldegaard, Eklund and Warmbold 8.10.

SS 19 Dovey One
1, Mäkinen 17.02; 2, Waldegaard 17.16; 3, Waldegaard 17.21; 4, Clark 17.39; 5, Alén 17.42; 6, Eriksson 17.43.

SS 20 Dovycy Two
1, Asterhag 9.16; 2, Mäkinen 9.27; 3, Blomqvist 9.34; 4, Rohrl and Waldegaard 9.43; 6, Clark 9.44.

SS 21 Coed-y-Brenin East
1, Mäkinen 3.41; 2, Clark 3.46; 4, Waldegaard 3.47; 4, Rohrl 3.48; 5, Blomqvist and Walfridsson 3.49.

SS 22 Coed-y-Brenin West
1, Mäkinen 9.33; 2, Waldegaard 9.45; 3, Clark 9.57; 4, Walfridsson 10.01; 5, Eklund 10.03; 6, Lampinen 10.05.

SS 23 Penmachno South
1, Mäkinen 7.30; 2, Rohrl 7.47; 3, Lampinen 7.49; 4, Clark and Alén 7.50; 6, Eriksson 7.51.

SS 24 Penmachno North
1, Mäkinen 3.45; 2, Clark, Waldegaard and Alén 3.46; 5, Lampinen and Rohrl 3.48.

SS 25 Clogaenog One
1, Mäkinen 5.20; 2, Clark, Waldegaard, Lampinen and Rohrl 5.23; 6, Lee 5.25.

SS 26 Clogaenog Two
1, Rohrl 7.34; 2, Waldegaard, Mäkinen and Lee 7.36; 5, Lampinen 7.42; 6, Alén 7.45.

SS 27 Clogaenog Three
1, Lampinen 8.00; 2, Mäkinen and Alén 8.01; 4, Rohrl 8.04; 5, Waldegaard and Lee 8.07.

SS 28 Clogaenog Four
1, Andersson 5.03; 2, Rohrl 5.07; 3, Lampinen 5.09; 4, Lee 5.10; 5, Carlsson 5.11; 6, Mäkinen 5.15.

SS 29 Dyfnant
1, Mäkinen and Heggie 8.30; 3, Alén 8.31; 4, Waldegaard 8.40; 5, Lampinen and Walfridsson 8.41.

SS 30 Radnor
1, Waldegaard, Lampinen and Lee 6.16; 4, Cowan and Walfridsson 6.18; 6, Warmbold 6.19.

SS 31 Burwarton
1, Eklund 2.37; 2, Lampinen 2.42; 3, Andersson 2.43; 4, Alén 2.44; 5, Mäkinen, Waldegaard and Clark 2.45.

SS 32 Bridgnorth
1, Lampinen 3.39; 2, Mäkinen 3.43; 3, Clark and Walfridsson 3.43; 5, Alén 3.44; 6, Lee and Cowan 3.45.

SS 33 Sutton Park Two
1, Clark 5.06; 2, Alén 5.08; 3, Mäkinen 5.10; 4, Waldegaard 5.11; 5, Eklund 5.12; 6, Rohrl 5.14.

Gunnar and Ingelov Blomqvist are now coming up through the field.



RAC Rally latest

After the re-start on Monday morning from York, the most significant retirement on the northern loop before the Tuesday night halt at York was German Walter Rohrl whose Opel was stranded on the M62 after the Esholt stage and by the time it was repaired, he was over maximum lateness. Major disappointment for British interest was the retirement of Barry Lee who had been continually making up ground with his Escort after excursions. But at the Dodd stage on Monday night, he clipped a bank and the car somersaulted down an embankment where he and co-driver John Gittins escaped shaken. Lee had been holding eighth place ahead of Andrew Cowan's Escort which retired.

Competitors faced icy conditions in some of the Scott's stages and at Craik on Tuesday afternoon 40 cars were reported to have left the road. Among those that went off and continued was Eklund's Saab which lost 5 m and dropped from fifth to eighth, Andersson's Toyota which rolled as did Gallacher's Escort although the latter lost very little time and Mehta's Datsun. However Verini's Fiat Spyder disappeared into the trees and couldn't continue.

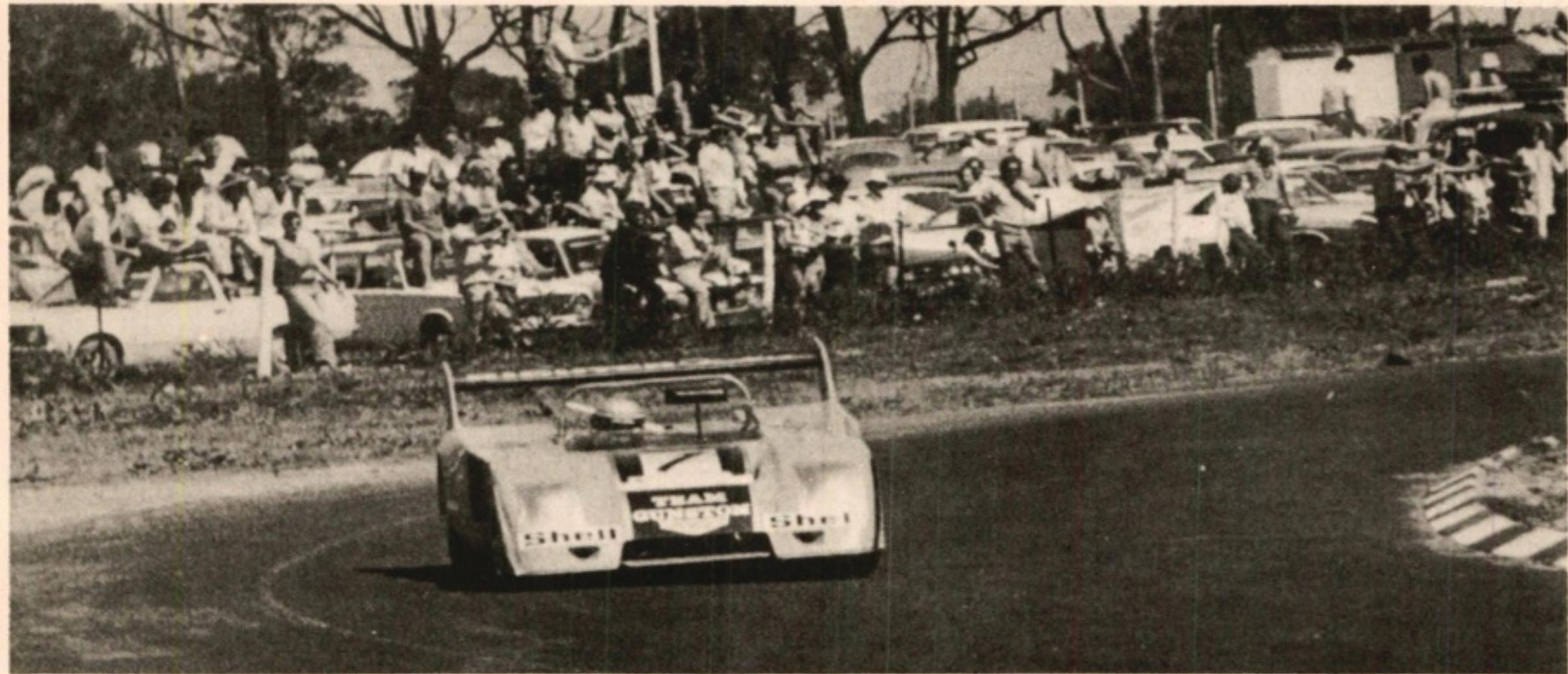
When we closed for press after stage 69, the last of the Kielders with three more remaining before Tuesday's night rest, Timo Mäkinen's Escort still held a clear lead of 3 m 33 s over Waldegaard's BMW which in turn was 1 m 48 s in front of Roger Clark. Simo Lampinen's Saab held fourth place.

However, the sensation of the northern loop was the incredible young Finn Markku Alén with Ikka Kivimäki and their Escort. From 175th place on Saturday after an "off" on Sutton Park and some time-absorbing punctures after that, the spectacular Finn had worked back to a tremendous fifth place.

The provisional placings after stage 69 were: 1, Mäkinen, 330 m 6 s; 2, Waldegaard, 333 m 33 s; 3, Clark, 335 m 21 s; 4, Lampinen, 337 m 32 s; 5, Alén, 338 m 27 s; 6, Walfridsson, 341 m 46 s; 7, Eklund, 343 m 26 s; 8, Nicolas, 343 m 56 s; 9, Carlsson, 344 m 19 s; 10, G. Blomqvist, 345 m 29 s; 11, Barbasio, 347 m 51 s; 12, Gallacher, 349 m 59 s; 13, Aaby, 350 m 16 s; 14, Andersson, 350 m 39 s; 15, Fowkes, 350 m 58 s; 16, Kallstrom, 353 m 16 s; 17, Warmbold, 354 m 0 s; 18, Malkin, 355 m 15 s; 19, Tordoff, 355 m 20 s. Best lady: Marie-Claude Beaumont, 376 m 40 s.

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AVON



John Watson takes the B26 Chevron to its first victory.

CAPE 3 HOURS

Watson/Scheckter win for Chevron despite troubles

By JEFF HUTCHINSON

John Watson/Ian Scheckter took the Gunston backed Hart BDA powered Chevron B26 to its first ever race victory when they scored a comfortable victory at Capetown's Killarney circuit last Sunday.

Their victory came after a race of changing fortunes which saw the Crowne racing Lola T292 lead strongly in the opening laps until a front suspension failure caused it to drop back. However, Eddie Keizan and John Nicholson worked back up to second place by the end albeit three laps behind the winning car.

Few of the other leading 2-litre cars managed to finish the race. Dave Charlton was out early on in the works GRD after a drive shaft broke while the Hine/Grob Chevron and the Lucas/Abrahams Lola were both sidelined out on the circuit with defective starter motors.

For a while it looked as though there would be no race at all with a government ban on motor racing because of petrol shortages but a special ruling was made to allow this race to be run although the rest of the Series looks to be in grave doubt.

ENTRY & PRACTICE

Cape Town, the second race of this year's Springbok Series, was the race that nearly wasn't. After a week long break to prepare the cars following the Nine Hour race some of the teams started the long 1000-mile drive south from Johannesburg to Capetown the following Monday while other teams left on Tuesday evening. Imagine the drama when the South African radio stations announced that, "Owing to the power crisis the Government have imposed a total ban on all private flying, speed-boats, and motor racing." Suddenly everything was stopped. Everybody sat around long faced thinking about the consequences of such a decision. Flights were cancelled, changed for the next plane back to England — things looked bad.

Luckily, thanks to series organiser Alex Blignaut and the Capetown organisers, 24 hours later we had a race. Blignaut had got straight on to the Government, explained the situation, and for Cape Town, at least, we had a race.

The Portuguese announced similar measures a day later and the Lourenco Marques race due to be run next weekend was definitely cancelled, while we still have to wait another week to find out if Blignaut can swing permission from the government to hold the final two races of the series at Welkom and Pietermaritzburg.

A confused and still somewhat depressed collection of teams finally arrived at Capetown's Killarney circuit, many of them after driving non-stop for two days in order to make the race after losing a day in Johannesburg waiting for the decision to be made.

Practise was limited to Friday afternoon for 90 minutes. Most of the teams were ready by this time although there were a couple of the 23 arrivals that did not make it for various reasons.

One of the non-practisers was the new Chevron B26. Not because it had not arrived in time, but because after some unofficial testing on Thursday afternoon it was in no condition to practise on Friday. John Watson slid off the track and into the sand on the exit of the medium fast left-hander at the end of the pit straight. This resulted in a couple of bent suspension links and damaged bodywork which took most of Friday to repair. Since the last race Derek Bennett had new front uprights made, stiffer roll bars and other tweaks to get the car handling better and as it is a prototype there were no instantly replaceable spares to refit. Watson and his co-driver Ian Scheckter were destined to start from the back of the grid although during the unofficial pre-race practice hour on race day he set a time of 1 m 13.0 s which would have put him on pole position had it counted. Scheckter set a creditable 1 m 13.7 s after only four laps in the car.

Fastest official time was credited to the talented South African driver Eddie Keizan at the wheel of the repaired Crowne/Embassy Racing Lola-BDA T292. Keizan set a best of 1 m 13.31 s to take pole position, although with the official lap record standing at 1 m 11.6 s for a 2-litre sports car, when Helmut Marko and Brian Redman had a great dice for the lead two years ago, either the track or standard of drivers is not what it used to be. Sharing the driving with Keizan for the rest of the series was engine man and Atlantic racer John Nicholson who acquitted himself very well with a time not much slower than Keizan's despite this being his first attempt at sports car racing.

Second place on the grid went to the John Hine/Ian Grob KVG Chevron B23 despite serious engine problems throughout practice. Their 1930 Smith-built FVC would not run cleanly and so after practice they changed it for the spare 1980 Smith FVD unit. Even with their problems Hine had set a best of 1 m 14.83 s, showing that he had certainly not lost any of his old touch despite very little racing this season.

Just a little slower and heading the second row of the grid was the works GRD, on 1 m 14.91 s. Dave Charlton was again driving the car, but with a stand-in, "I was only here for a holiday" Mike Hailwood sharing the driving after Derek Bell had decided that it was not really worth rushing out for this race until it was decided that the rest of the series was definitely going to take place.

Charlton spent nearly all of practice in the car before Hailwood went out and after a few changes soon went half a second a lap quicker before the chequered flag came out. On race day the wrong gearing prevented Hailwood from going even better and so the car started the race very much "experimentally" as far as Hailwood was concerned.

Also very close on 1 m 14.93 s was the John Abrahams/Charles Lucas Lola T292 being powered by a Geoff Richardson BDA motor. "Luke" seemed very happy with the car and with his time of 1 m 14.93 s until he found out what the cars were doing a couple of years ago.

Next car up was the Chevron-FVC B21 of John Rowe, Rowe having just graduated from an FVA motor and still feeling his way into the extra performance. His best was a 1 m 21.53 s, the brave South African attempting the whole race single handed.

Next place on the grid went to none other than Basil van Rooyen whose Chevrolet Firenza V8 was going much better after some sorting since the last race, Van Rooyen breaking his own outright saloon record of 1 m

25.0 s with a best of 1 m 22.55 s. Frank Gardner was also going well in his car which he had helped improve considerably. "It is still nothing to write home to your mother about, but with some softer springs and roll bars it's not cocking wheels in the air like it was doing" quipped Gardner.

The tight corners and short straights of Killarney circuit suited Martin Birrane's Porsche Carrera much more than the high speeds of Kyalami and they set seventh quickest time of 1 m 22.78 s when Guy Tunmer went out to practice on Friday afternoon. This time split the second Firenza V8 of Nols Nieman/Giovannoni, Nieman completing the fourth row of the grid with a best of 1 m 22.96 s.

The G4 class winning Datsun 240Z of Geoff Mortimer/Arnold Chatz headed the fifth row with a best of 1 m 26.75 s, the special G5 version having returned to Japan after the nine hour race. Sharing the fifth row with the Datsun was the Alfa GTV of John Gibb/Len Booyens with a 1 m 28.55 s.

The rest of the grid was made up of a collection of local saloon cars ranging from good to terrible, the Index/class winning Toyota Celica of Koos Swanepoel/Garth La Reservee heading this group.

Sharing the back row of the grid with Watson was the Doug Drysdale/Roger Harridene Chevron B21, also running a full 1800 cc FVC for the first time. This car was one of the late arrivals and missed the official practice session.

RACE

By the time the cars lined up for the 2.30 pm start most people were already feeling exhausted from a morning under a scorching hot sun shining from a clear blue sky.

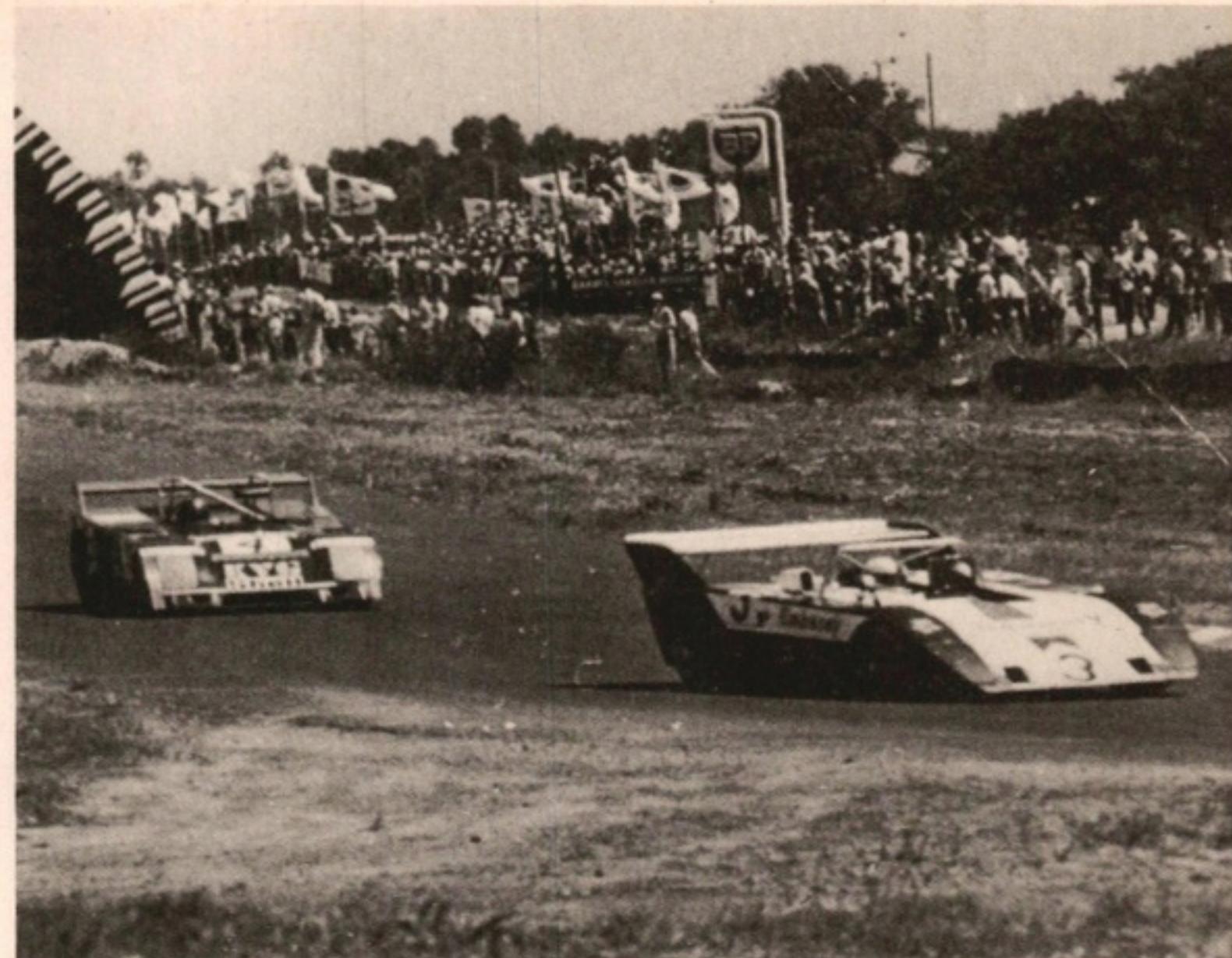
As the flag fell it was the Keizan Lola which jumped ahead with Hine and Charlton close behind. Rowe and Lucas came next while by the end of the first lap Watson had already put himself in sixth place. Watson was in fourth place by the end of the second lap, but then a spin under braking for the some corner which had seen his demise on Thursday saw him struggling out of the sand back in sixth place again next time around.

Keizan was going well up front pulling out a second a lap on Hine who in turn was keeping Charlton at a safe distance in third spot. Charlton's race was not to last much longer however, for on lap 10 he also fell foul of the sand at "Watson's" corner but stayed put. The splined end of the right hand driveshaft coupling had sheared and sent Charlton off into the sand half way around the corner. Very angry he returned to the pits while Hailwood returned to the beach.

Watson was up into third place after Charlton's demise and was soon chasing Hine for second which he took after 15 laps and then closed to within two seconds of Keizan. By this time only Keizan, Watson, Hine and Abrahams were on the same lap, the latter trailing, however, and also about to be passed by Keizan.

Just as it looked as though the battle for the lead was going to get interesting, Watson rushed into the pits on lap 22 to have a tyre changed after he complained of handling problems and thought it was going flat. In fact it was OK and it was not until a later stop that he discovered that the rear anti-roll bar connecting link had broken. This stop cost him exactly a lap and he returned to the race in fourth place ahead of Rowe.

Behind the sports cars a great dice between the Firenzas of Nieman and van Rooyen came to an unscheduled end when van Rooyen retired to the pits with a broken left-side half shaft. Again a disappointed van Rooyen was out of the race so soon while Frank Gardner had yet to do a lap in anger in the car after two races. However van Rooyen kept his gear on and prepared to take over from Nieman in the other car, the young Nieman thrilling the crowd with some great displays of sideways driving in the second Firenza, setting a new saloon record of 1 m 23.0 s. Tunmer came next in the Birrane Porsche Carrera while Mortimer was trying to hang on behind in the Datsun.



Eddie Keizan/John Nicholson took the Crowne Lola to second place despite a front suspension failure. Here they lead the KVG Grob/Hine Chevron.

By the end of the first hour Keizan was still a lap ahead of Watson who had taken second place again from Hine who was a further lap down suffering from failing oil pressure. He was still well clear of Rowe however, who in turn was a safe couple of laps ahead of Tunmer, the latter having taken fifth place when Nieman made an unscheduled stop for fresh front tyres and then lost a lap for a push start.

Before half distance it was beginning to look as though we would not have any finishers for Hine and Keizan both pitted together leaving Watson the lead which he and Scheckter were never to lose. Hine stopped for more oil, the car taking almost a gallon before he got going again, while Keizan's problem was even more serious. The centre rod of the front left shock absorber had broken and the car collapsed onto the nose section. Fortunately it was the slow corner before the pits and Eddie was able to make it back to the pits, but by the time he continued he was six laps behind the Chevron and in fourth place overall behind Hine and Rowe.

Abrahams had gone out a few laps before this when his car rolled to a stop with no fuel pressure and/or a suspected electrical fault. Whatever the cause it was not worth fixing for the starter motor was also broken and so the car could not restart under its own steam and would have been disqualified for a push start on the circuit.

With just over half distance gone the Chevron was back in business with Scheckter taking over the driving at an easy pace. He stopped again after 25 m to have a flat rear tyre changed and then again a lap later to say the car was handling very badly on left handers after it was changed; Derek Bennett thinking that the run in a flat tyre might have knocked the rear suspension settings out. But despite a series of slow exploratory laps Scheckter was soon back to reasonable times and he never looked like losing his lead for the rest of the race, which he didn't.

Hine looked set for second place until he handed over to Grob who did one lap before going off at the end of the pit straight. "I got to the corner and the brake pedal went almost to the floor. By the time I pumped it up again

I was going too fast and slid off into the sand. Unfortunately the starter was not working so I was not able to restart," said Grob.

By this time Keizan had worked back up to a fine second place again although there was no way he was going to catch the Chevron unless it had a long unscheduled stop. After almost two hours at the wheel Keizan handed over to Nicholson who retained second spot to the end eventually coming home three laps behind the Chevron.

John Rowe finished a distant third despite last minute overheating problems when a lump of paper got stuck in the radiator grill. Rowe had driven a fine race single handed although he was a total of eight laps behind the winning car. Fourth went to the Nieman/van Rooyen Firenza which pulled away from the Birrane Porsche after Birrane stopped to have the clutch adjusted which took even longer when the marshals made the mechanics get the stoplights working again.

In the closing laps of the race Chatz was challenging hard for fifth place and looked as though he was going to take it from Birrane with just a couple of laps to go, but then a spin after he ran out of brakes saw Chatz finally come home sixth half a lap behind. Other than a puncture and the brake problem the Datsun once again ran like clockwork, the same engine still in since Kyalami. Another perfect performance was put up by the Toyota Celica of Swanepoel/La Reservee, these two taking seventh place, only a lap behind the Datsun and comfortable winners of the Index prize.

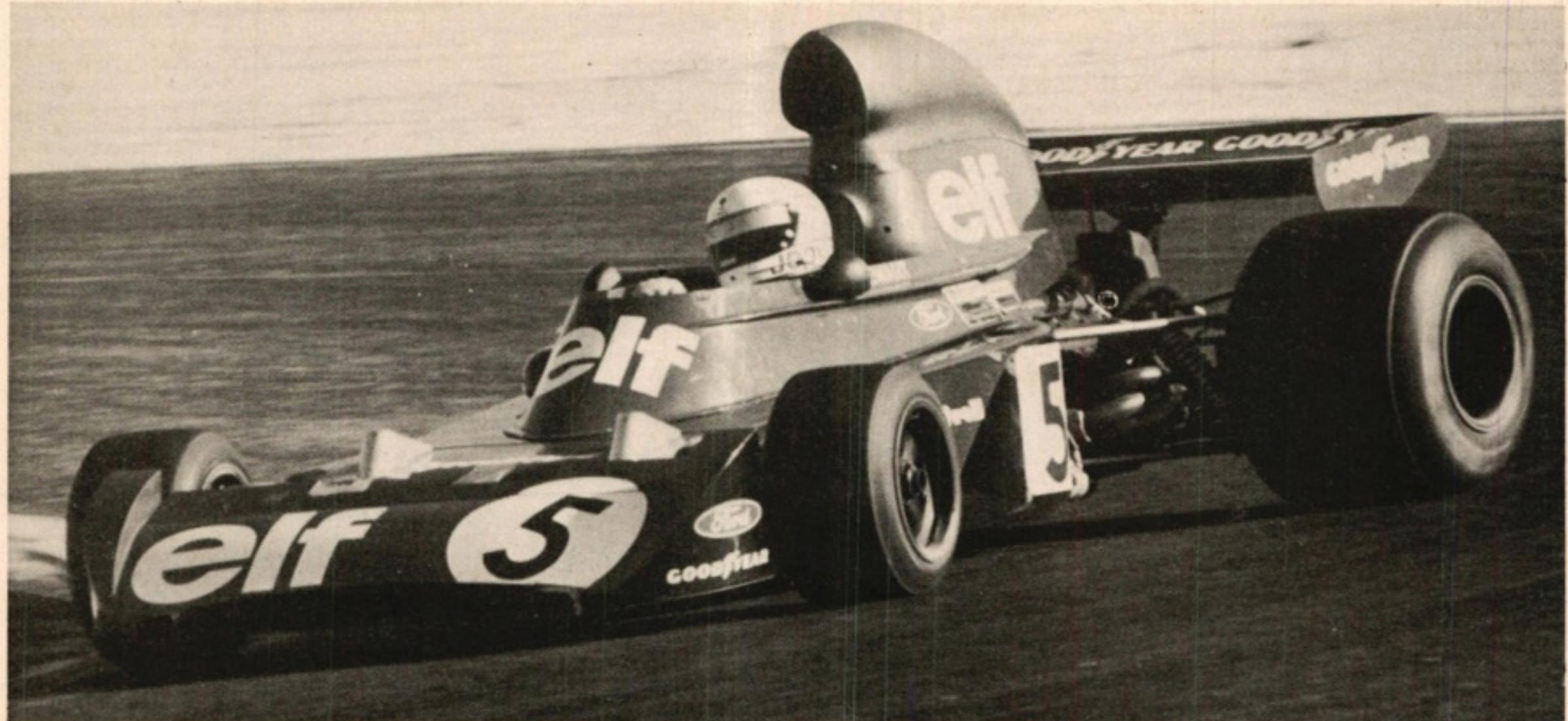
Chevron's win now puts them favourite for the total once again this year after scoring a second place in their class in the nine hours race.

Cape Three-Hour Race
Springbok Series, round 2
Killarney, November 17.

1. John Watson/Ian Scheckter (Chevron Hart BDA B26), 137 laps, 447.5 kms, 139.13 kph;
2. Eddie Keizan/John Nicholson (Lola-BDG T292), 134 laps;
3. John Rowe (Chevron-FVC B21), 129 laps;
4. Nols Niemann/Basil van Rooyen (Chevrolet Firenza V8), 124;
5. Martin Birrane/Guy Tunmer (Porsche Carrera RSR), 120;
6. Arnold Chatz/Geoff Mortimer (Datsun 240Z), 120.

Fastest lap: Watson, 1 m 13.6 s, 163.18 kph.

Index of Performance: 1, Swanepoel/Mortimer (Toyota Celica), 105%; 2, Gibb/Booyens (Alfa Romeo GTV), 102%; 3, Niemann/Giovannoni (Chevrolet Firenza V8), 101%.



Jody Scheckter during his first tests with the Tyrrell at Paul Ricard at the beginning of November (above). Scheckter in cheerful form (below).

Jody Scheckter's move to the Tyrrell team

By EOIN YOUNG

"I told him that he's not supposed to win Grand Prix races for me yet. I want one World Championship point from him in the Argentine Grand Prix and two from Brazil," says Ken Tyrrell, the team manager who has hired 23-year-old South African Jody Scheckter to replace Jackie Stewart who led the team to win the World Championship in 1973 and then retired. Scheckter will be partnered by Frenchman Patrick Depailler, 30, who is rated very highly by talent-spotter Tyrrell. "If Scheckter can maintain that rate of point-scoring progressing upwards during the season it shouldn't be unreasonable to expect that he could win a Grand Prix for us towards the end of the season."

For a young man like Scheckter the Tyrrell drive is the chance of a lifetime, but he is also very much aware that he is being thrown in at the deep end. Gone is the brash, almost careless air, of the young superstar who led two of his first three Grand Prix races and stormed into Formula 5000 to win the L&M Championship in North America in 1973. Put yourself in Scheckter's large-size shoes—from his first single seater drive in a Formula Ford at Brands Hatch in 1971 his angle of attainment has been almost vertical. By the end of the 1972 season he was driving a McLaren Grand Prix car, and at Kyalami and Paul Ricard in 1973 he was fast enough to lead the race. Superstar seemed like a modest title for a young man going places in such a hurry. Then came the crashes. The first was towards the end of the French Grand Prix when Emerson Fittipaldi nerfed him off the track in a desperate effort to get into the lead after Scheckter had run out front all through the race. It was generally accepted then that Emerson was at fault. Two weeks later the blame for the crash was firmly on the broad shoulders of Jody David Scheckter who skated sideways out of Woodcote on the first lap of the British GP at Silverstone while running third and triggered the biggest crash in Formula 1 history. After that there were assorted accidents in Formula 5000, and a coming-together with Francois Cevert's Tyrrell in the Canadian Grand Prix that put both cars out of the race and may have

prompted the McLaren team management to release their headstrong young driver from the final year of his contract.

It almost seemed as though he had been racing on his reputation rather than making use of the early flare of natural talent that everyone had talked about.

With the McLaren contract gone, did it mean that Scheckter had been cast up on the beach of racing just as suddenly as he had appeared on the horizon? A succession of events combined to put Scheckter not only back in the water, but walking on it.

Like other drivers he had figured that Jackie Stewart might retire at the end of the season, so between the Canadian and United States Grands Prix he tried to contact Tyrrell in England, but without success. His first serious discussion with Tyrrell came in secret in a motel room at Watkins Glen and Scheckter was signed on the morning of the first practice session.

"He was told that he would be a member of a 2-car team but that he wasn't to ask any more questions because there would be no answers," recalls Tyrrell, who already knew that Stewart was planning to retire, but had been sworn to secrecy. The Tyrrell ideal was to keep Francois Cevert as the team leader, the French blue flagship of the Elf-Tyrrell fleet, and to groom Scheckter and bring him along carefully as he had done earlier with Cevert.

Cevert's violent death on the final day of practice caused the withdrawal of the Tyrrell team in a gesture of respect, but it also had the effect of promoting Scheckter to number one driver in the Tyrrell team if Ken was unable (or unwilling) to hire another "number one." So the careful Tyrrell plan was tragically shattered and as Ken says "now it will be like starting all over again in Formula 1. We certainly don't expect to win the World Championship again next year and I've told my drivers that."

For Scheckter the prospect of leading the Tyrrell team next year is a daunting one and he is suddenly aware that racing is not the game, not the horseplay with Hulme that it used to be. "It's going to be bloody hard."



I would really have liked a year under Jackie or someone who could have taught me . . . now I'm going to have to feel my way for myself."

Now he has responsibilities to the team that go beyond mere personal prowess, and he knows it. "Everyone relies on me now and I've got to put my mind to making sure of things like packing my gloves, and overalls, and visors and stuff like that. If I forget something now it isn't just a nuisance, it could ruin a day of testing for the team when the mechanics have worked hard getting the cars ready. It all centres around me now and the whole factory is hoping that I'll do well. I'm very much aware that Jackie before me was such a professional and now they're getting a guy with not much experience. . . . I know Ken says he's not expecting a lot in this first season, but I'm still following in the path of the best driver in the world . . . it's going to be bloody hard."

Scheckter's career in Formula 1 has been so instant and immediate that last year must seem like last century, but it was during his formative days in Formula 1 that he was adopted by Denny Hulme who probably saw a lot of himself in the shambling innocence of the South African; a lot of the raw Kiwi who arrived in England in 1960 with a racing scholarship from home and a fair amount of natural talent. What he lacked was any semblance of organisation and his career

subsequently suffered because of it. He drove his first Formula 1 car in a race at Snetterton that first year, but it was four years before he drove his next Formula 1 car. The Hulme of today is a driver who has surmounted pitfalls and come out on top but he knows that just talent isn't enough—you've got to be able to make the most of that talent.

It was Hulme who presented Scheckter with a similar scholarship to his own "Driver to Europe" award at a dinner in South Africa in 1972, but he couldn't have known then that the big-boned gangling youth would be ranging alongside him on Grand Prix grids before the end of that season.

Scheckter was born on January 29, 1950, in East London, a South African beach town that had hosted international motor races since the 'thirties. In a straight struggle between cars and the surf, the cars narrowly won. Hulme had grown up at Te Puke in New Zealand and spent all his spare time on the nearby beaches. Both were colonials. There seemed to be a bond.

Scheckter realises now just how much help he received from Hulme. "Denny did all the work. My car was set up according to the things that Denny found out in testing and in practice. I could have missed practice altogether and hopped straight into the car knowing that it would be ready to race—no, I'm only joking, but you know what I mean. It's all different now. This first season is going to be like a cram course for me, and I know that I may not show up as well as if I had someone to lead me; it's going to take me a couple of days to find out something that a driver like Jackie or Denny could have told me in a couple of minutes. But I've found in testing at Paul Ricard that I can work well with Ken. He's practical and we can discuss things well."

When you get to be instant good like Scheckter, you can reckon that some of your opposite numbers may not rate your ability quite as highly as the press seem to.

"It took me a year and a half to go through Formula 3, Formula 2, and into Formula 1. I was progressing quickly and I obviously wasn't always looking smooth like Denny Hulme on the track. People were saying he's just mad, he's trying to show himself up. Well that's true to a certain extent. I was, because I was trying to get on to the next formula, but Formula 1 is the top in motor racing and if you start to go well people tend to accept it rather than try to knock you for it, because they know that it's you going well and not them going badly which may lose them their place. I think they accept it as it is and everybody is doing their job and going motor racing."

It was difficult to knock a young driver with such demonstrable talent who drove the 1972 United States Grand Prix as though he'd been driving Formula 1 cars all his life instead of just that weekend. He was a comfortable fourth behind the two Tyrrells and Hulme's Yardley-McLaren when a freak rain shower caught him out and he lost a lap to finish 9th. His next Formula 1 race was the South African Grand Prix at Kyalami and when Hulme stopped with a puncture in the new M23, Scheckter led for two laps before being passed by Stewart who surged on to win in the Tyrrell. Scheckter hung on in fourth place before his engine failed only four laps from the chequer. Now he knew what it was like out in front with the entire Grand Prix field at his heels. Next time he would make the feeling last longer. But the next time was a long time coming and it was the French Grand Prix on the parched Paul Ricard track in the south of France before Scheckter was given another Grand Prix drive while Peter Revson stayed at Pocono to start the "500" from pole position in his M16C Gulf-McLaren.

Scheckter split the World Champions, Stewart and Fittipaldi, to start from the middle of the front row in a new M23 for the first time and when the flag dropped it was Scheckter marching along in front. He was to lead for 41 laps before Fittipaldi tangled with him in a passing manoeuvre that didn't come off. Fittipaldi was hotter than a Brazilian bandit's pistol, but when the

shouting had died away the blame for the incident was not directed at the South African.

So the stage was set for Silverstone and the British Grand Prix. Between times he had been racing a Trojan and a Lola for Sid Taylor on the American F5000 series and matter-of-factly winning four of the first five races in the championship to rack up \$100,000 in winnings while he waited for his next Grand Prix start.

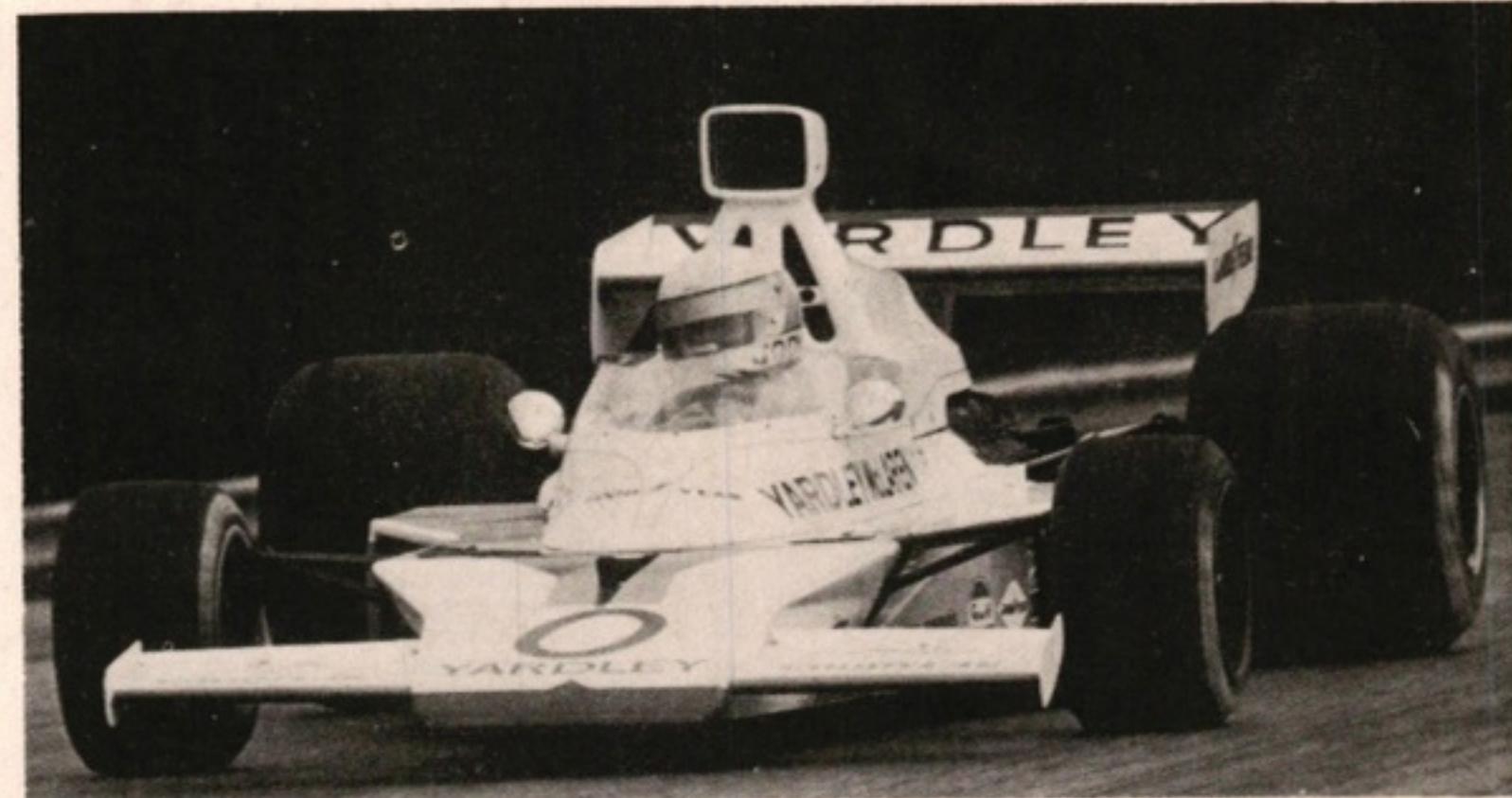
In practice at Silverstone Hulme and Revson had qualified their two Yardley-McLarens on the front row while number three man Scheckter was battling back on row 3. Fortunately for Scheckter he was line astern to Peterson on pole and Stewart in row 2 so his start was applied perfection and he was immediately in the wake of the leaders. Hulme saw him coming up in his mirrors, obviously moving faster, and as they swept up from Abbey and under the bridge Denny moved across and waved Jody through going into Woodcote—which left him with a close-up view of the beginnings of the enormous crash. First descriptions blamed a tyre, but Hulme put it down reluctantly to a driver error on the part of his protege. On reflection, Scheckter seems to agree although he does stress the fact that there were extenuating details like dripped oil and water from the grid where the cars had formed up through that fast turn only a few minutes before.

"I discussed the accident at some length with the team because at this stage in my career I wanted to discuss it to see if I was at fault and I was at fault because whatever it was that caused the accident, it caught me out and I'm not sure that Denny would have been caught out . . . maybe with more experience it wouldn't have caught me out

by 4 o'clock, and Scheckter is being measured for the cockpit, looking almost embarrassed at sitting in the racing car in his stocking feet with Jackie Stewart's name on the side of the cockpit. Tyrrell jokes about the enormity of Scheckter's trendy shoes. Scheckter complains that designer Gardner, watching it all with his pad and pencil noting comments, won't let him move his feet around the pedals. "The cockpit is so small." We wondered about automatic transmission so that doing away with the clutch pedal would make room for his big feet. The mechanics, used to working with Grand Prix winners, now set about preparing a car for a driver who has never won a championship point and has instructions to win only one in his first Grand Prix next season. What does the enigmatic New Zealander Roger Hill feel about starting all over again with two "rookie" drivers after working with a driver like Stewart who brought the Tyrrell team 25 wins and three World Championships? "1974 will be a whole new scene."

Scheckter complains about the price of houses near to the Tyrrell headquarters and then talks about having a Carrera Porsche for the coming season. He has a right to be confused. In the two years since he first drove a Formula 1 car he has tasted the thrill of leading and has plumbed the depths of mortification and despair at being the cause of an accident among racing's elite. Now he's back on top with a man like Ken Tyrrell to groom him for the World Championship just as surely as he guided Jackie Stewart to the top.

Away from the races Scheckter is exploring new territory, discovering new situations, meeting new people and still coming to terms with the magic of a new medium—television. If he ever stood straight he would measure



Scheckter's final race with the McLaren team in the M23 at the 1973 US GP.

... but whatever it was, I don't think it was just going too fast for that bend. . . ."

The Tyrrell has not been regarded as the easiest of cars to drive, although the calibre of the drivers put it on a par with the Lotus 72 and the McLaren M23. Designer Derek Gardner says the car was 100 pounds overweight, and when Chris Amon was brought in as number three driver for the two final GPs this season he said he found the car demanding and not very forgiving. After testing with the Tyrrell team for the first time at Paul Ricard in late October, Scheckter says he found the car quite light to drive and discovered that it responded well to being driven sideways, harking back to the "old days" three years ago in Formula Ford when his nickname was "Sideways Scheckter." He does admit, however, that lap times were comfortable rather than quick during the tests, and that the car may have surprises in store when he begins chipping at the final fractions of a second that make all the difference between driving and racing.

Down in the Tyrrell workshops at Ripley in Surrey, the November night has drawn in

five feet ten inches and scales 170 pounds with a careless look about him that he must almost have to concentrate on to maintain. In fact he's a health nut, absorbed in keeping fit, weight lifting, running, playing squash and quaffing vitamin pills. His South African fiancée Pam goes to races with him. He has bought a small house at Sandhurst and he drives a Cortina station wagon.

But all this modest living was \$100,000 ago and it will be interesting to see if success will change Jody Scheckter's way of life.

Did he really ask for £100,000 a year when he talked to Ken Tyrrell? Ken doesn't say. "The money was never a problem. That side of it took less than a minute to settle. . . ." So either Tyrrell thinks £100,000 is nothing, or Jody isn't getting it. I prefer to think it's the latter, and that Scheckter may be smart enough to trade instant earnings for potential opportunity in the future.

I certainly don't envy Scheckter, squashed into Jackie Stewart's championship shoes, as he takes the grid in Argentina on January 13—aiming for sixth place. . . .

Purely personal



"In fact, one could say that this year FF has stepped into the shoes of Formula 3 for excitement and close racing"

BOB CONSTANDUROS

I've been to a couple of festivals this year. No, not beery Munich ones where the prima donnas down litres of lager, nor muddy, poppy ones at Reading or Windsor, but the motoring sort. They didn't have to be called festivals, but they were, and as such, they should have attracted crowds that came to see masses of good racing, in a festival atmosphere. Well, one of them certainly was that, but the other? Not really, but it should have been.

Some time during our excellent summer, I was dispatched down the A20 to cover the racing side of something called the Festival of Speed at Brands Hatch. I was going to have to report on four car races and then I could go home, and with a bit of luck, would finish the report early and retire to one of those nice pubs on the Thames and sympathetically think of all those poor people stuck outside Brands Hatch in an enormous queue on their way back from the sea.

However, Brands wasn't its usual self that day. The Paddock was not only host to the normal racing crowd, but go-karts and a collection of cars that resembled the survivors of the Baja 1000 and the also-rans of a particularly vicious G1 race in the fifties. Furthermore, the advertising of the Festival of Speed seemed to have bolstered the crowd up into the profit margins fairly handsomely, and perusal of the programme showed that when all the ordinary racing was over (and yours truly was due to retire), everyone was expected to converge on the Clearways loop and watch classes of racing for Anglia-roads, Mini-rods, Superstox and Bangers.

Forsaking the thought of that waterside pub, I too, converged on the loop in the glorious sunshine to watch this extraordinary form of racing, which is relatively hard to follow, but has its amusing moments, and yet looks extremely dangerous. Being dry and sunny, clouds of dust soon obstructed the drivers' view, and as they came on upturned cars on the track, it was obvious things were going to have to be stopped for a while to clear up. A sweeper was in permanent attendance so it didn't really stop things for long. Cars ran round with three wheels (which must do the track a lot of no good), and a good time was had by all but the BMW driver, of whom Tony Lanfranchi would not be proud, who unfortunately retired on the first lap of the banger race and appeared to have suffered such a nerf in the side that he was mildly hurt. But in general, it seemed remarkably safe for the drivers. The spectacle, however, did wear off on your reporter, and thirsty thoughts from a parched throat led him back to London.

However, there was no denying what a spectacle it had been, and how popular with the paying spectator. This year has been his year. The gloominess of last year's minuscule gates has worn off, and the culmination of Mexico celebrity races, DJ days, pop days and TV days have all had their effect of drawing the crowds back to the circuits. And here, in this Festival of Speed, with a variety of motor sporting events usually rather isolated from one another, was an effort which had also brought in the people on what was the

sort of day which would attract people in their swarms to the beach. Perhaps the only unfortunate thing about the day for the purist was that the fans seemed to be more the stadium followers who thought the "pure" motor racing rather boring and were really there to see their idols of the ovals.

And so to that other Festival. The Formula Ford festival took place earlier this month and provided the sort of racing that the Formula usually provides. In fact, one could almost say that this year FF has stepped into the shoes of Formula 3 for excitement and close racing. What's more, it goes on all the way down the field, and while 130 Formula Ford cars may be the most confusing and possibly boring racing to the casual spectator, to the informed and knowledgeable chap, it is one of the most exciting forms of racing that a day can provide. This year, indeed was no exception. The winners were mostly different and the vast variety of competitive cars made the marques competition of interest too.

However, what was really sad was that so few people came out to see fun. I know that Snetterton can be pretty beastly in mid-summer and that in November, spectators have been known to be frozen to their seats for the day, but it really did warrant more interest from the enthusiast than it received.

The solution? Well, there are two really, although one is basically rather impractical. That is to move the fixture rather earlier into the season, but the drawback would be that other fixtures would clash and drivers would be holding their cars somewhat in reserve for the next championship round of whichever series they were following. The other idea, and one which would perhaps anger the organisers of the past two years' events, the BRSCC East Anglian centre, who are second to none, is to move the entire fixture to Brands Hatch, where I'm sure an excellent crowd would relish the sight.

Lastly, on the festival side, was the "end of term" party. You've probably guessed from various *Purely Personals* that we at

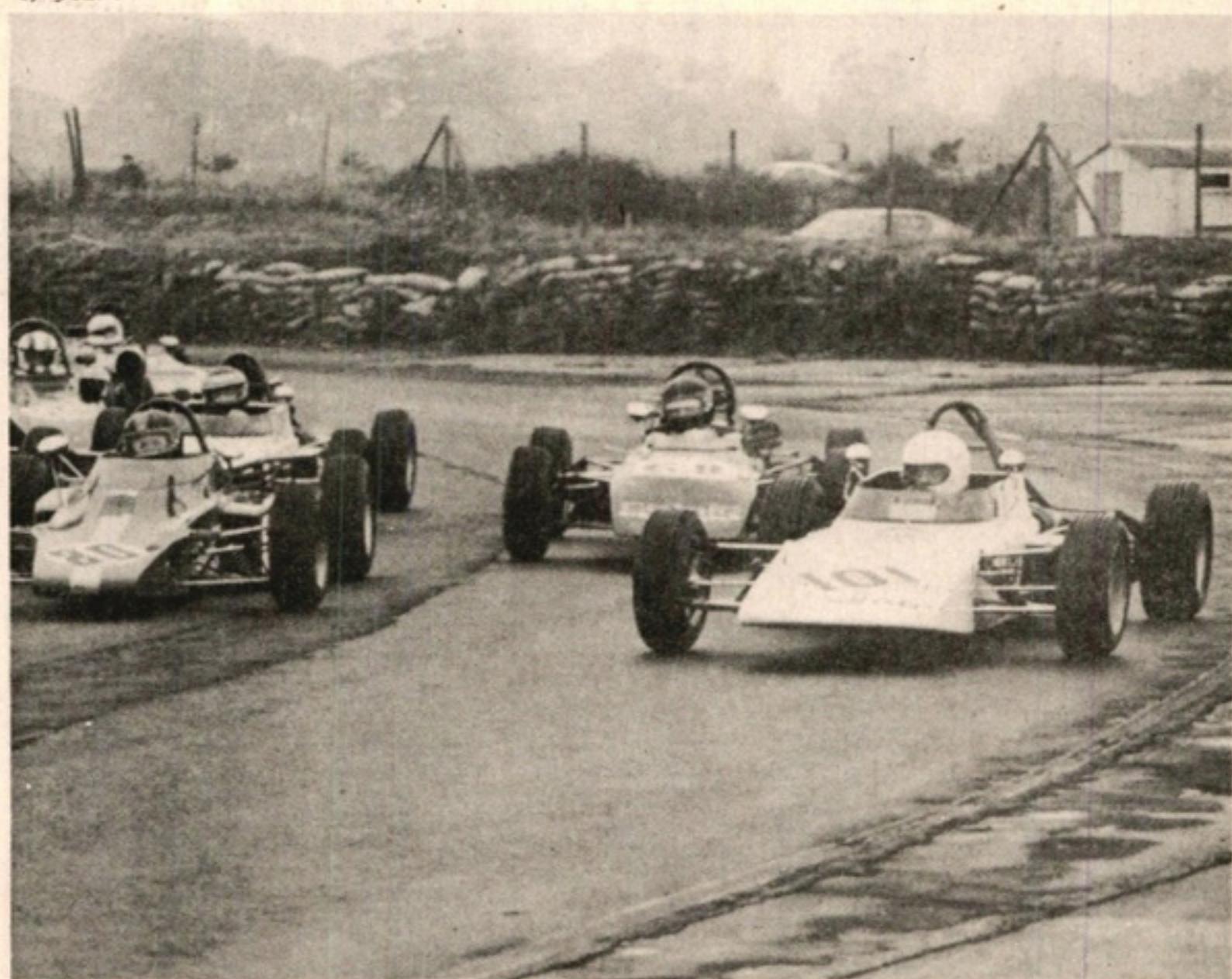
AUTOSPORT enjoy a party, and that we believe such festivities to be a good way to end a day's racing. Perhaps the remarkable thing about Snetterton was the number of people reported still to be there at 11.30 in the evening after the race. The bar was certainly full early in the evening, and one hopes that Snetterton's Clubhouse, and other Clubhouses may make a healthy profit out of that side of things in the future.

F4 to the fore?

Formula Four has come in for a good deal of copy bashing in the past, and this magazine and reporter has been as vociferous as any. The tide, it seems, however is on the turn and next year's Low Cost Racing championship looks like being better than those of the past season's. Anyone who has seen a Monoposto race this year will know the excitement of the club single seaters which aren't Formula Fords, and this year, Formula Four has really looked up. Some of the deserters who went to F3 are coming back into the F4, and others are definitely seeing the potential in the one litre formula.

Of course, it's not the first time that a one litre formula has looked good, and there's many a respected and experienced journalist who will sing the praises of the one litre F3 days louder than any other's. Although some of the old Lucas and Felday engines are looking and sounding a bit tired, the racing is as close, and the chassis next year may well bear the resemblance to the back half of an F3 grid this year, for there will be both GRDs and Ensigns in next year's series. Perhaps we should bear in mind that F3 used to be pretty much a club Formula and has possibly outgrown itself. Low Cost Racing's Formula Four has had the very hardest of initiations and where others have failed (take a bow, F100), it looks like surviving the storm and will hopefully revive the 1 litre following of the old F3. I, for one, wish it luck.

Formula Ford festival racing at Snetterton. Doesn't it deserve more spectators at a better time of year?



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Colin Vandervell

By MIKE DOODSON

You've been variously quoted as saying that you're going to retire from racing. What brought about the decision?

After the Formula 2 fiasco this year, I had decided that it was either Formula 1 or nothing. I'd had two reasonable F2 drives with the Aquabatten March, but I realised that to carry on would have meant spending a tremendous amount of time on the continent. And with the new business that I've bought, Eurosil Limited, I decided that I just didn't have the time to spend 2-3 months away during the summer months.

There wasn't any other form of racing that appealed to me. Formula Atlantic has been good for me, but internationally it's not yet well established and there are only four or five competitive drivers doing it at present.

I don't know what's happening to F2 next year, so that left Formula 1. When I started racing cars in 1969, I wanted to get into F1. But I said to myself at the time that if I kept on coming second, without consistently winning races, then I would pull out.

This year, in F2 and Atlantic, I've had something like 12 or 13 second places. This helped me to make the decision. Quite honestly, I don't think now that I'm ever going to win Formula 1 races, and fifth or sixth isn't good enough for me.

What's more, I don't think I could put my mind 100 per cent on Formula 1. I'm not prepared to go into it like that, because it's a full-time occupation. I've had a couple of F1 offers, but apart from the business issue I felt quite honestly that the money wasn't enough. If I'm going to drive F1, I expect to be paid F1 money: obviously I wouldn't expect to be paid top rate, but I'm not prepared to step into F1 for £4000-£5000 like most people when they're starting.

There is still a possibility that I may be doing Group 1 saloon car racing next year, but this is very open at the moment.

Business clearly occupies more of your time than racing. Is it possible to do both successfully at the same time?

While I've been racing in Formula 3, Formula 2 and Atlantic, I don't consider that my track performances have been affected at all by my business, because I've tackled racing reasonably seriously.

In Formula 3 it was a combination of things. In 1971 I just picked the wrong chassis (Brabham) and the wrong engine (Rowland). Last year, 1972, my problem was that I had a good car (Ensign) and engine (Vegantune), but the combination just wasn't as good as Roger Williamson's.

If you look at the 1972 results, you'll find that Mike Walker and I in the Ensigns were second and third throughout the Shell championship, and I finished second overall. You must also remember that I did absolutely no club F3 racing. I concentrated on Mexicos instead, and had a lot of fun.

Has racing paid off for you? Do you really enjoy it?

Luckily I haven't had to make racing support me, because I've been working in my business during the week. I haven't made as much money in racing as I would like to have done, but I have always made a profit from my participation.

To be quite honest, I don't think I enjoy racing 100 per cent, and this has been my trouble. I quite liked Formula 2, although I was quite surprised that the cars weren't as quick as I thought they were going to be.

It's all very technical in Formula 2—wing angles and all that sort of thing—and I was a bit lost in the dark over this. But luckily Ray Wardell of March helped me enormously over the year, showing me how to set the car up and giving me a hand with gear ratios,

that sort of thing.

This was especially good since we had virtually no testing at all, and that upset me enormously, especially since Jarier was testing once a week at least. The results speak for themselves, up to the point when I packed in F2 after Karlskoga: I had two seconds, a third, a fourth, and seven non-finishes.

Not finishing isn't my scene, I'm one of those people who don't spin and don't blow up engines or gearboxes. I keep going, and I'm sure that if I'd had the reliability I could have finished third or fourth in the championship.

What sort of agreement did you have with March for 1973?

At the present I'm not prepared to give you the exact terms of the contract, due to a dispute which I have with March Engineering on which I shan't comment.

What I will say is that I was told at the beginning of the year that Robin Herd had wanted me to drive one of his cars for three years. I tested a Formula 2 car at the end of 1970, and they tried to get me to sign a three-year contract. I'm glad now that I didn't . . .

This year I was promised that I would get exactly the same car, engines and set-up as Jarier. These just didn't materialise, and I would never have gone into F2 which March if I had known that I wasn't going to get the best engines. I could have done a far better deal with someone else, and at least I would never have gone into F2 with March way to get anywhere in F2.

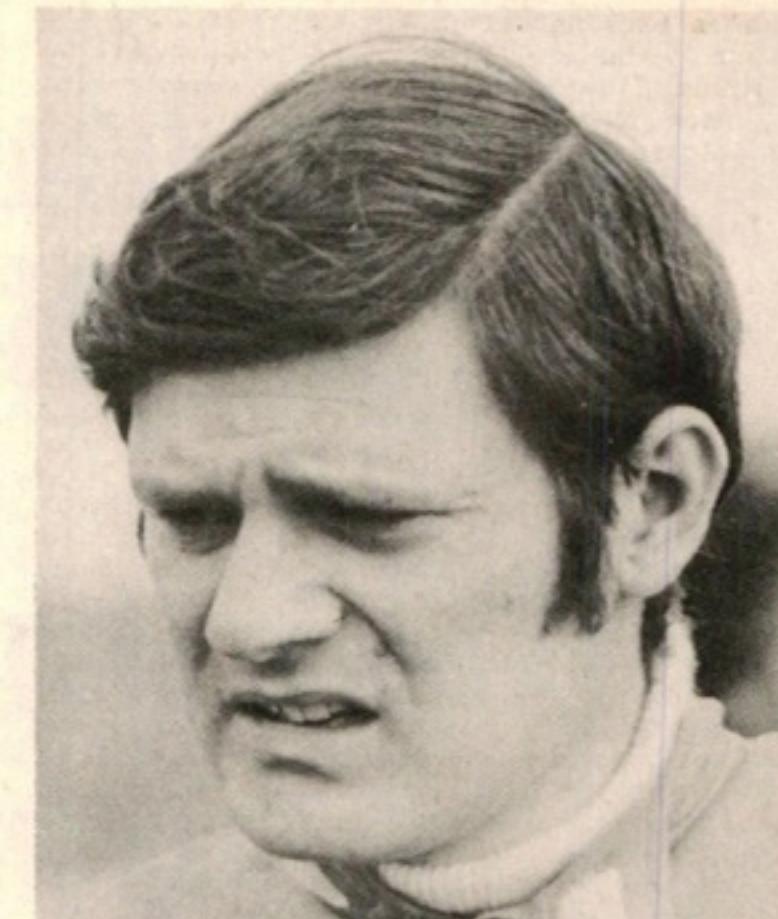
Max Mosley said that there would just be two cars, for myself and Mike Beuttler, run with works engines and works mechanics from a separate factory, with Brian Lewis in charge. And as far as Brian is concerned, he worked under very difficult conditions, especially at the start of the year, and no way was it his fault that I didn't get the results that I'd hoped for.

Whether it was a matter of money I don't know, but March simply couldn't fulfil their contract. Yet when Roger Williamson bought a car halfway through the season, he was better equipped than Brian Lewis' so-called "works" team. The testing and spare engines and other spare parts which we were supposed to have simply didn't materialise. How can you go motor racing like that?

A lot of my BMW engines were broken before we even started. At Thruxton, for example, the head gasket broke three or four days before the race, but due to the pressure of work on the March and BMW mechanics this just wasn't repaired, and I arrived at Thruxton knowing I wasn't going to finish. You had a works engine for the June Hockenheim, and a few people think you should have beaten Mass in that race.

I don't care what anyone says, I think the Ford engine was quicker in a straight line than the BMW, especially at Hockenheim. The BMW is very torquey, but when it gets on to the straight it doesn't have the revs, and the Ford was definitely quicker at the end of the straight.

Tim Schenken was timing cars during practice through the wiggles in the stadium, and he told me that I was getting through the stadium a second quicker than Mass. In the first heat of the race, I was baulked for a while by Stuck, but when I got by him the distance remained constant. In the second heat Mass took two seconds off me on the first lap—probably because the Firestone tyres warmed up faster than the Goodyears—and that's how it stayed to the end, with me closing up in the stadium and him going away on the straight.



Colin Vandervell—no more single seaters.

I really would have liked to have had a full works engine at all the other races, then I'm sure I could have given Jarier a race. But the difference between a works Munich engine and one from March's place at Reading was the difference between chalk and cheese. And I got the distinct impression after I was second at Hockenheim that March really didn't want me to go well.

When you saw Rouen for the first time, you said it demanded "a strong lack of imagination on the part of the driver." Should F2 drivers be more militant about circuit safety? I certainly think they should. I think the position of the F1 drivers at Rouen this year was unforgivable. I told both Emerson Fittipaldi and Ronnie Peterson before practice even started that the track was particularly dangerous on the downhill section. You're doing something in the region of 140-150 mph through right-left-right swerves: if anything happens and the car goes head-on into the Armco, like Gerry Birrell did the next day in practice, there's no chance of anyone surviving.

It's the F1 drivers who are supposed to inspect these tracks and pass them as safe for the rest of us. But I can't understand their attitude, because after Jim Clark was killed at Hockenheim on a fast right-hander, they decided to insist on a chicane to slow everyone down. But Rouen stayed as it always was . . . to me it's a crazy track.

I got very angry after Gerry was killed when we were all called to a meeting by Fittipaldi, who said "We think we ought not to race." But there's no point in saying that immediately after someone's been killed: we ought to have done something beforehand. After all, enough people knew that Rouen was bloody dangerous.

This is why I admire Jackie Stewart so much. He's really stuck out for safety, and a lot of people have criticised him for it. OK, so the spectators go to see some action, but I don't think they really want to see head-on accidents at 150 mph into Armco, because people are going to be killed.

Do you have any favourite circuits?

I like the Silverstone Grand Prix circuit, because it's got every sort of corner. It's got a very fast right-hander (Woodcote), a very slow right-hander (Beckett's), it's got some quick left-handers (Abbey) and it's also got some medium-speed corners (Stowe and Copse).

The other thing I like about Silverstone is that it's very wide, and in the kind of cars that I race, you can overtake almost anywhere around the track. I think that if a driver and car can pull away on a track like Silverstone, it shows that they're better than anyone else. In F3 and Atlantic, it always

makes exciting racing. Your Atlantic March was sponsored by Triplex. How on earth did you get them to sponsor a car which didn't have a glass windscreens?

That's a very good question, actually!

The position was that at the end of 1972, my previous sponsors, Potterton, wanted to do Atlantic with me, but I wanted the deal to include Formula 2 also. But it just so happened the Chairman of Triplex, Barry Heath, is a friend of mine who also sits on the board of GKN, which is the company that took over control of my father's firm, Vandervell Products Limited.

I rang him up one day to tell him that I was looking for sponsorship. He suggested I make a proposal to his Marketing Manager, John Passmore, so I did. The car looks very smart in its Triplex colours, and I know they're very happy with the publicity that it's got, even though it isn't fitted with a Triplex windscreens.

What's been so good about your Atlantic car?
Well, first of all you must remember that there have really only been four consistently competitive cars in Atlantic.

But the March itself is probably the best handling car that I ever drove in my life. We spent a day testing it at Brands early in the year with Harvey Postlethwaite, who was still with March at the time, and the car was set up perfectly. I was $1\frac{1}{2}$ s quicker round Brands GP circuit than anyone, and the Alan Smith motor was very competitive.

Unfortunately, Alan Smith wasn't doing Atlantic this year, and he didn't do the sort of development that was being done by John Nicholson and Race Engine Services. Consequently these others got some really hot engines, probably in the camshaft department, and it wasn't until the last race of the season, at Snetterton, that we suddenly found 15 bhp more, and immediately the car was competitive again.

Since I won the Yellow Pages championship, which is what I set out to do, I was very pleased. But I didn't win many races, and this rather upset me, because I should have wrapped up the championship much earlier in the season, without any trouble at all.

What future do you see for Atlantic?

The formula will never get off the ground until it is internationally recognised, and until then there is no chance of it attracting the right people. They won't be interested.

The other problem I can see is that if it does go international, and gets really competitive, then the engine costs are going to be astronomical. The engine builders will start putting very wild cams into them, they'll all be revved round to 11,000, then they'll break.

It'll only be the people with lots of private or sponsorship money who will be able to carry on winning. This is where John Nicholson has scored this year, because he rebuilds his engines in his own workshop and can probably afford to put a fresh engine in for every big race.

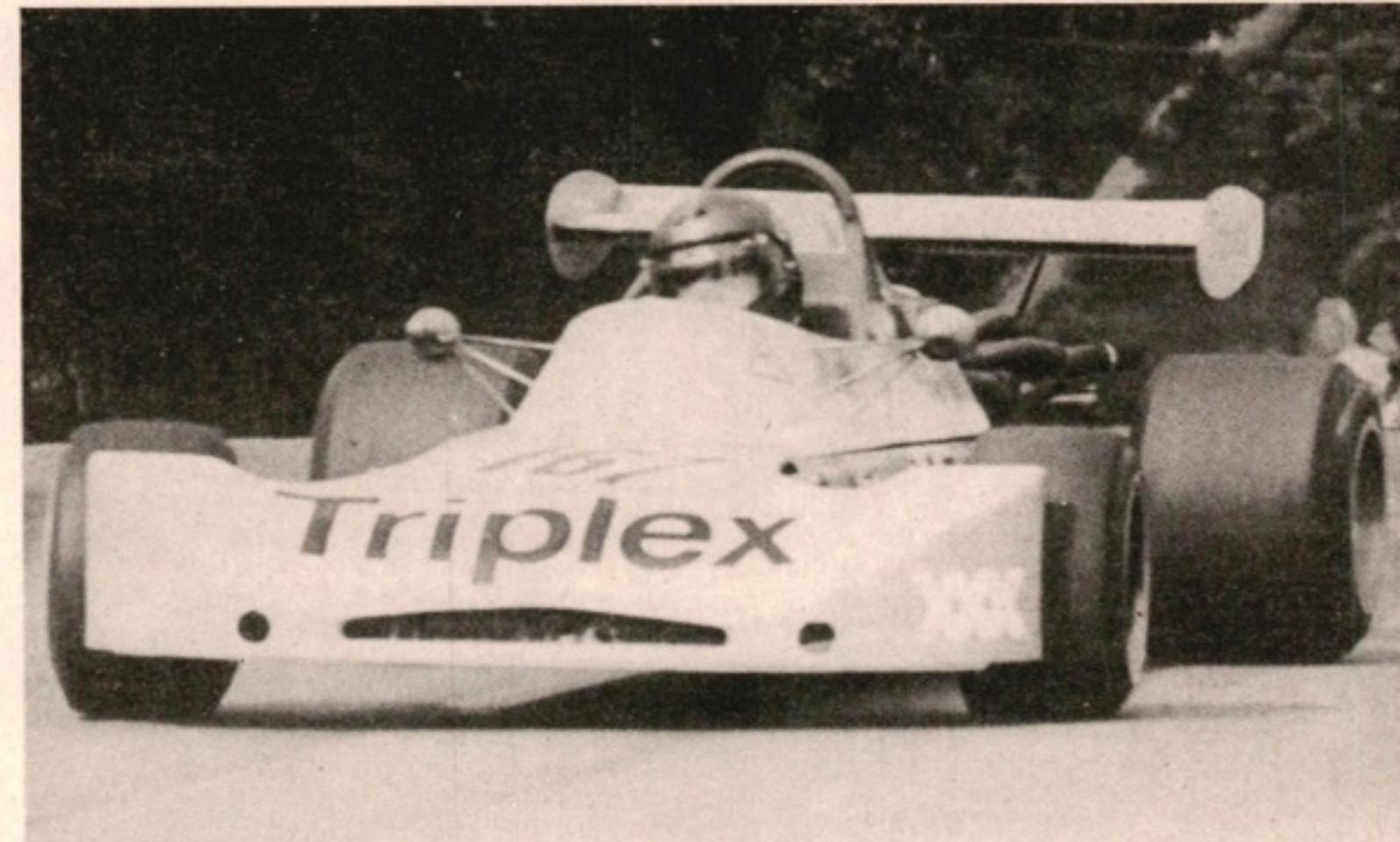
You've become known as the guy who has a protest fiver in his hand after the race instead of laurels around his neck. Does this reputation hurt you?

I don't mind it at all, because I want to see all single-seater formula races, at whatever level, run strictly to the book.

Through my various contacts—Denis Rowland in FF, Vegantune in F3, and Alan Smith in Atlantic—I've seen so much fiddling going on by other engine tuners that I want to do something about it, unless of course the RAC gets it all under control.

I know that there are people saying "Oh look, there's old Vandervell with his fiver," but I personally think it does a lot of good. It may leave a nasty smell on the landing, but surely the sponsors and the competitors don't want this cheating?

I have a lot of friends in business, especially in top industries, who are fed up with putting money into formulae like FF and F3 where they know there is blatant fiddling.



Vandervell's Triplex March 73B in which he won the Yellow Pages championship.

It was about time that the RAC did something about it. I must say that Dean Delamont has put his best foot forward, and at last it seems they're prepared to do something.

To confirm that, look at this year's performance: in Formula Ford there have been several engine strips, and people have been disqualified from racing. We had a strip in Formula Atlantic (unfortunately it was my car they took to pieces!), but even so I think it was the best thing that could have happened.

In the past, there's no doubt that the scrutineers were taken for a ride. I know for a fact that some FF engines were sealed, taken back to a certain engine builder the seals removed so that different cams could be put in, and then the engine was resealed. It turned out that the scrutineers were using copper wire which could be wangled out of the lead seal and then replaced afterwards!

With the amount of money in racing at the moment, this sort of thing has got to be stopped, in the interests of everyone. I'm glad to say that one scrutineer this year insisted on having suspect engines removed from the cars altogether, and he took them home under his own supervision. On both occasions the motors were found to be illegal, and the offenders disqualified. You can deduce from that that there was a helluva lot of fiddling going on last year.

What about Formula 3?

The trouble with F3 is that there's a 21.5 mm hole. All the air has got to pass through that hole, and short of overboring the engine, what can you do to cheat? You can easily check things after the race with a vacuum pump.

Unfortunately, last year one manufacturer got round these rules by making an engine which was perfectly airtight when it was stationary, but would not have passed the vacuum test if it had been tested with the throttle open.

None of this came out until the end of the year, when the RAC was informed of the position. But I think that this year there has been far less cheating in F3, although I'm sure that people have been pulling off their airbox pipes to do a quick lap in practice. No scrutineer is going to be able to control that sort of thing.

Do you feel the shadow of your father, "The Man who built the Vanwalls," looming over you at all?

No, not really. Looking back on motor racing, things are completely different from when my father was alive. I spent a lot of time watching the Vanwalls when I was a schoolboy, so I don't have to think about those days.

My father never wanted me to race, but all I can say is that if he knew that I was racing, and could see some of the results that I have had, then I think he would be quite proud... though he would never admit it.

There are people who say "Look, Colin Vandervell, he's got all those millions which his father made." But this is so much bull. I have no money whatsoever apart from what I earn in my business and what I raise from sponsors. If motor racing was costing me money, then my fellow directors would not allow one penny of my business money to be used for racing purposes.

Let's get one thing straight: if anyone took the trouble to check these things out, they'd see from my father's will that all he left me was a grandfather clock, and it stands in the hall of my house for me to see when I get home from the office every night.

Now you're going rallying for the second time. How serious is this project?

Oh, it's 100 per cent serious, just like anything I do in motorsport, and I want to win. Last year I tried the RAC Rally with a Group 1 Mexico, we didn't go for fun, we went to see what the RAC was all about. This year I want to have a go against the Roger Clarks.

I believe we'll go very well indeed. Clarke and Simpson have prepared a fabulous Escort: it may not be as quick as Roger's, but it gives around 180 bhp with an iron-block motor, and it will be competitive. And Triplex are very serious about it, as you'll see.

There's some sort of myth going around, in both rallying and racing circles, that no racing driver can do well on rallies. I think I can do well, and I think that last year I proved it. OK, so we retired when the gearbox broke, but you'll see from the stage times that we were frequently into the top 20 in Wales, with a standard Mexico. This year I hope to be in the top 10 on some stages. (Unluckily, Colin hit some ice in Wales on Saturday and crashed heavily—Ed).

Unfortunately, I start at a great disadvantage, because the rally stages are so much longer than race tracks. If a rally driver gets into a racing car, he's only got to learn less than three miles of road, in Britain anyway. But we've got to learn stages all over Wales and Scotland, some of them 13 miles long, which the professionals have known for years.

If I took up club rallying, I know I could do well. But I do the RAC because it's a prestige event, and as far as sponsorship is concerned, Triplex will get good value for their money.

I'm certainly going to enjoy it, and it's going to be very serious indeed.



BMW 3.0 CSA at Montlhéry. It has so much performance that the power loss in transmission compared with the manual form can be spared.

Having already tested the manual version of the 3-litre BMW, I accepted the offer of a 3-litre coupé with automatic transmission for my trip to the Paris Motor Show. I needed something fast enough to keep ahead of those rapid French saloons, and automatic transmission seemed a good idea for the traffic blocks of the gay city.

The automatic coupé differs little from the manual car, apart from the transmission itself. The engine is not the highly-tuned injection unit of the 3.0 CSL but the older type with a slightly lower compression ratio and two Zenith twin-choke carburettors. Having a flatter power curve, it is obviously more suitable for this type of transmission than the more peaty species. Unlike the CSL, too, there are no aluminium panels in the Karmann body, which is the well-known coupé that has become familiar over the years.

The suspension is similar to that of the faster version, as are the power-assisted steering and the ventilated disc brakes on all four wheels, with auxiliary drums for the hand brake. Cloth-covered upholstery is standard and all four windows of the pillarless body are raised electrically. There is a saloon body for those requiring to carry rear passengers for long distances, the present machine having less leg room but being very comfortable nevertheless.

The automatic transmission is arranged with its selector quadrant in the same position as a manual gearlever would occupy. The car is capable of high speeds in the intermediate gear and it can be selected during braking for a curve, exactly as with a synchromesh box, the change-down giving useful engine braking. The transmission has its own oil radiator, so there is no fear of abusing it.

The driving position is excellent, though one would appreciate an adjustable rake for the steering column. The engine starts easily

BMW's automatic 3.0 CS, for speed with ease, but at a cost

from cold on the automatic choke and low-speed manoeuvring can immediately be carried out on the "creep," without touching the accelerator.

It is interesting that whereas the BMW 2002 loses little performance in automatic form, the bigger car shows quite an appreciable loss both in acceleration and maximum speed. However, the type of buyer who will choose the automatic coupé is more interested in its convenience and ease of driving than in burning rubber away from the traffic lights. The performance is, in any case, much greater than most people will use, but the test car would not quite equal the figures quoted by the concessionaires. It also had a rather fast speedometer, which one did not expect.

The BMW holds the road extremely well and is very stable. Even a timid driver could cruise at 100 mph without feeling any great sensation of speed. Above 112 mph, the acceleration tails off, but it is eventually possible to squeeze a timed 120 mph out of the car. The engine is outstandingly smooth and will run indefinitely on full throttle when the roads are sufficiently clear. Such sound as there is has the musical tone which all good six-cylinder engines emit. Quieter than most ordinary cars, the BMW is not quite so silent

as some larger-engined vehicles in its price class.

Some highly tuned engines are notably ill at ease when married to an automatic transmission. The BMW has plenty of torque and suits the gearbox admirably. The changes perhaps lack the silken smoothness of the best American installations but the box is very effective and allows the engine to attain plenty of revs. In fact, BMW get more performance out of their 3-litre automatic than some firms achieve with twice that engine size.

The car corners well with some understeer and the power-assisted steering disguises the considerable engine weight that is carried on the front wheels. On dry roads, the steering is exactly right but in the wet one could do with a bit more feel, though the ideal compromise is very difficult to achieve. The BMW is a little narrower than some of its rivals and this is a great advantage in towns and on English country roads. It is not sensitive to side winds and gets through fast curves most satisfactorily with a minimum of roll.

The ride is very good indeed and the car never feels too softly sprung nor does it wallow. The seats are fairly firm but prove to be comfortable on a long journey. The

Road test

insulation of road noise is very successful and wind noise is moderate. The electric windows are far too slow and it is tedious waiting for them to close.

Very powerful and completely free from fading, the ventilated disc brakes can be used hard without inconveniencing the passengers, thanks to the anti-dive suspension geometry. In contrast, the hand brake of the test car was feeble in the extreme and I always used the park position on the gear selector.

When one has mastered the controls, the heating and ventilation are effective. The headlamps are quite powerful on full beam but rather more illumination on the road would be appreciated in the dipped position, for one drives for hours at a time on motorways with lowered lights, under modern traffic conditions.

It is salutary to test the 3-litre BMW in automatic form, because competition successes have perhaps made us think of the car as strictly a high-speed machine. In fact, there are relatively few wealthy men who are interested in speed alone and the vast majority of expensive cars are ordered in automatic guise. The BMW has so much performance that the power loss in the transmission can easily be spared. Of course, the saloon is far better value for money, but for the man to whom sporting looks are a "must," the high price can be justified.

SPECIFICATION AND PERFORMANCE DATA

Car tested: BMW 3.0 CS Automatic 2-door coupé, price £6899 including car tax and VAT.

Engine: Six-cylinders 89 mm x 80 mm (2985 cc). Compression ratio 9 to 1. 180 bhp (net) at 6000 rpm.

Chain-driven overhead camshaft, 2 Zenith twin-choke carburettors.

Transmission: Fluid torque converter and 3-speed automatic gearbox. Hypoid final drive, ratio 3.45 to 1.

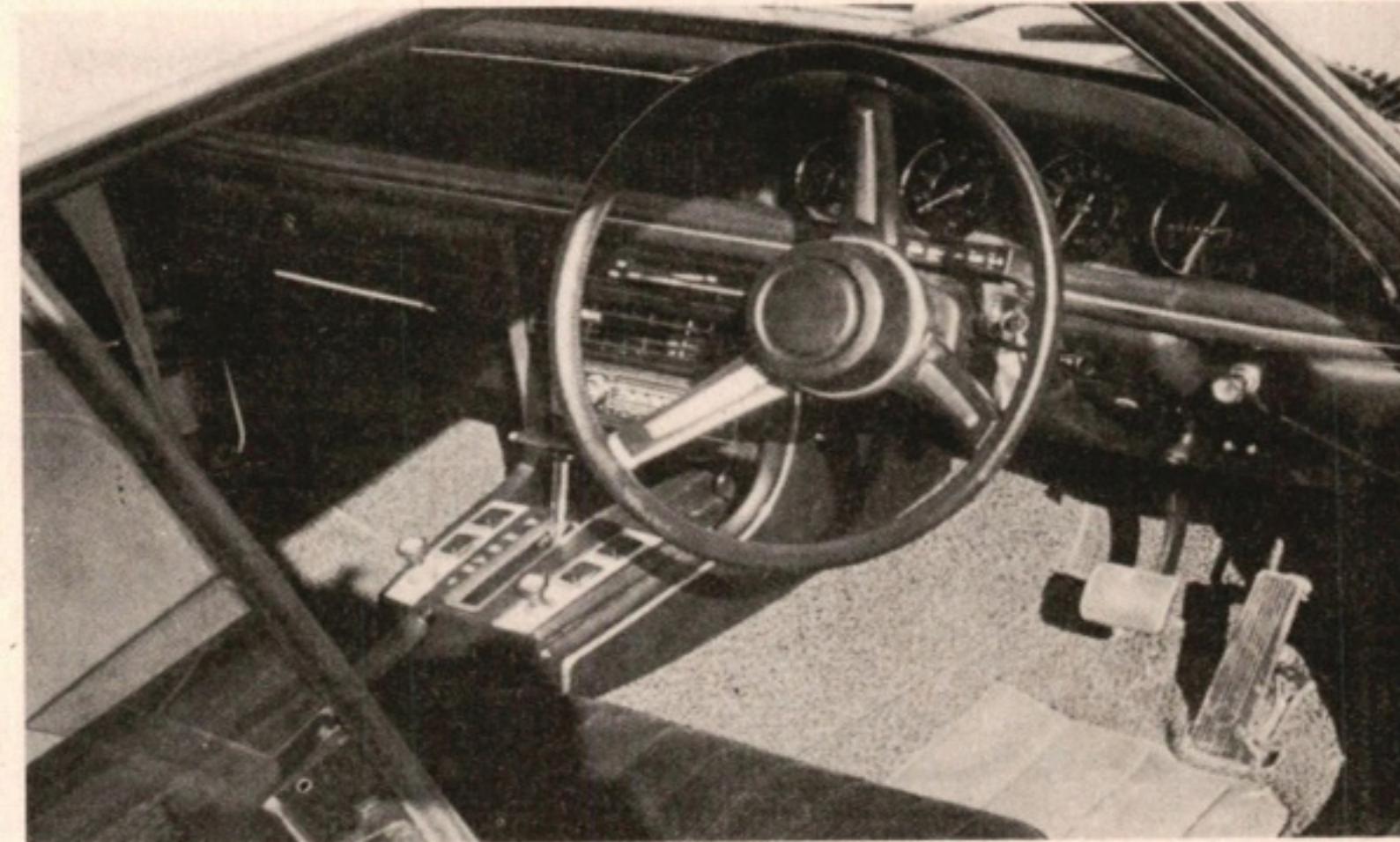
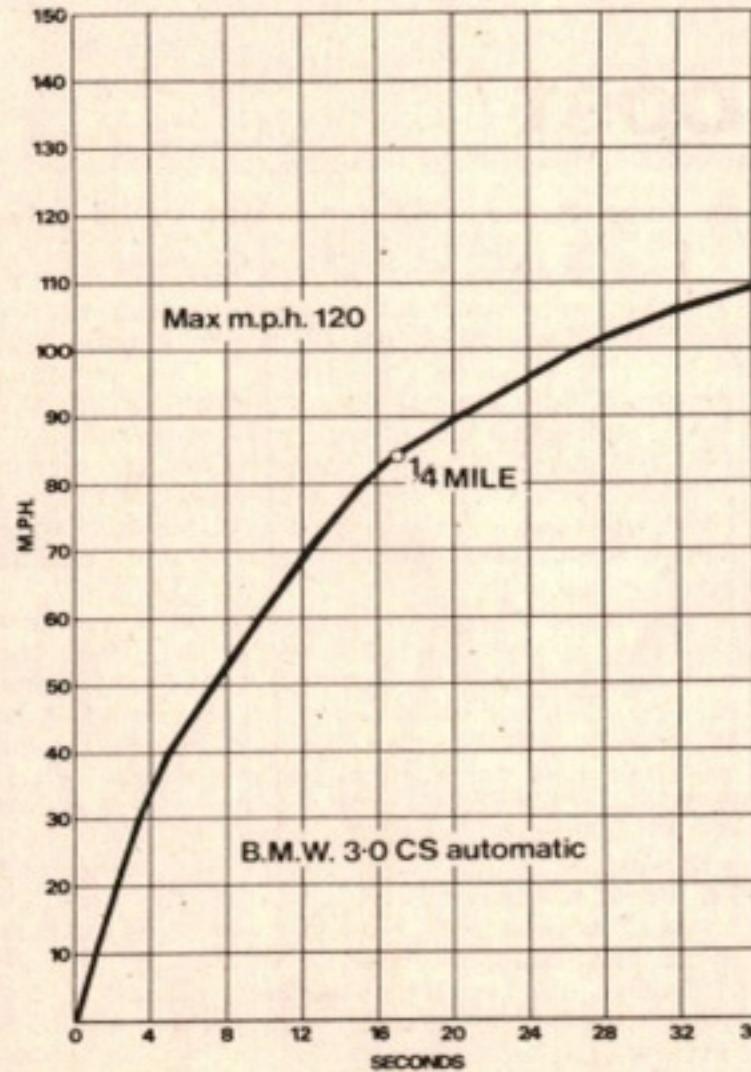
Chassis: Combined steel body and chassis. Independent front suspension by damper struts and lower wishbones with coil springs, rubber auxiliary springs, and anti-roll bar. ZF ball and nut power-assisted steering. Independent rear suspension by semi-trailing arms and coil springs with rubber auxiliary springs and telescopic dampers. Servo-assisted ventilated disc brakes all round. Bolt-on light-alloy wheels fitted 195/70 VR 14 tyres.

Equipment: 12-volt lighting and starting with alternator. Speedometer, rev-counter, clock, water temperature and fuel gauges. Heating, demisting, and ventilation system, with heated rear window. Electrically raised door and side windows. 2-speed and intermittent windscreen wipers and washers, flashing direction indicators, reversing lights.

Dimensions: Wheelbase 8 ft 7 1/4 in. Track (front) 4 ft 8 1/4 in. (rear) 4 ft 7 1/4 in. Overall length 15 ft 3 1/2 in. Width 5 ft 5 1/4 in. Weight 3046 lb.

Performance: Maximum speed 120 mph. Standing quarter-mile 17.0 s. Acceleration: 0-30 mph 3.5 s, 0-50 mph 7.6 s, 0-60 mph 9.6 s, 0-80 mph 15.0 s, 0-100 mph 26.6 s.

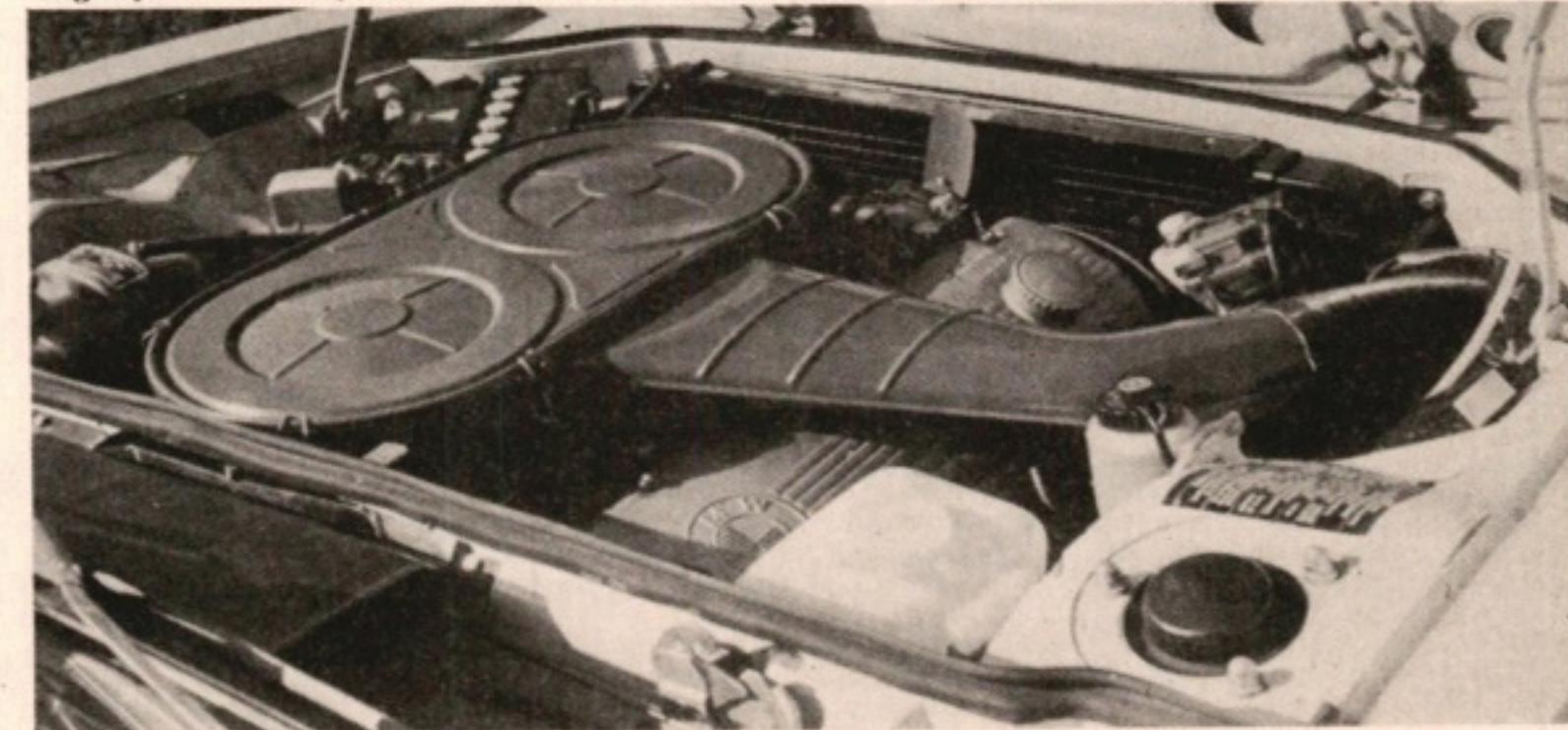
Fuel consumption: 18 to 22 mpg.



Above, the driving position is excellent, though one would appreciate an adjustable rake for the steering column. Below, the headlamps are quite powerful on full beam, but rather more illumination on the road would be appreciated in the dipped position.



The engine is not the highly tuned injection unit of the 3.0 CSL but the older type with a slightly lower compression ratio and two Zenith twin-choke carburettors.





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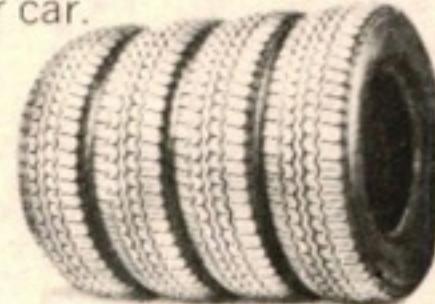
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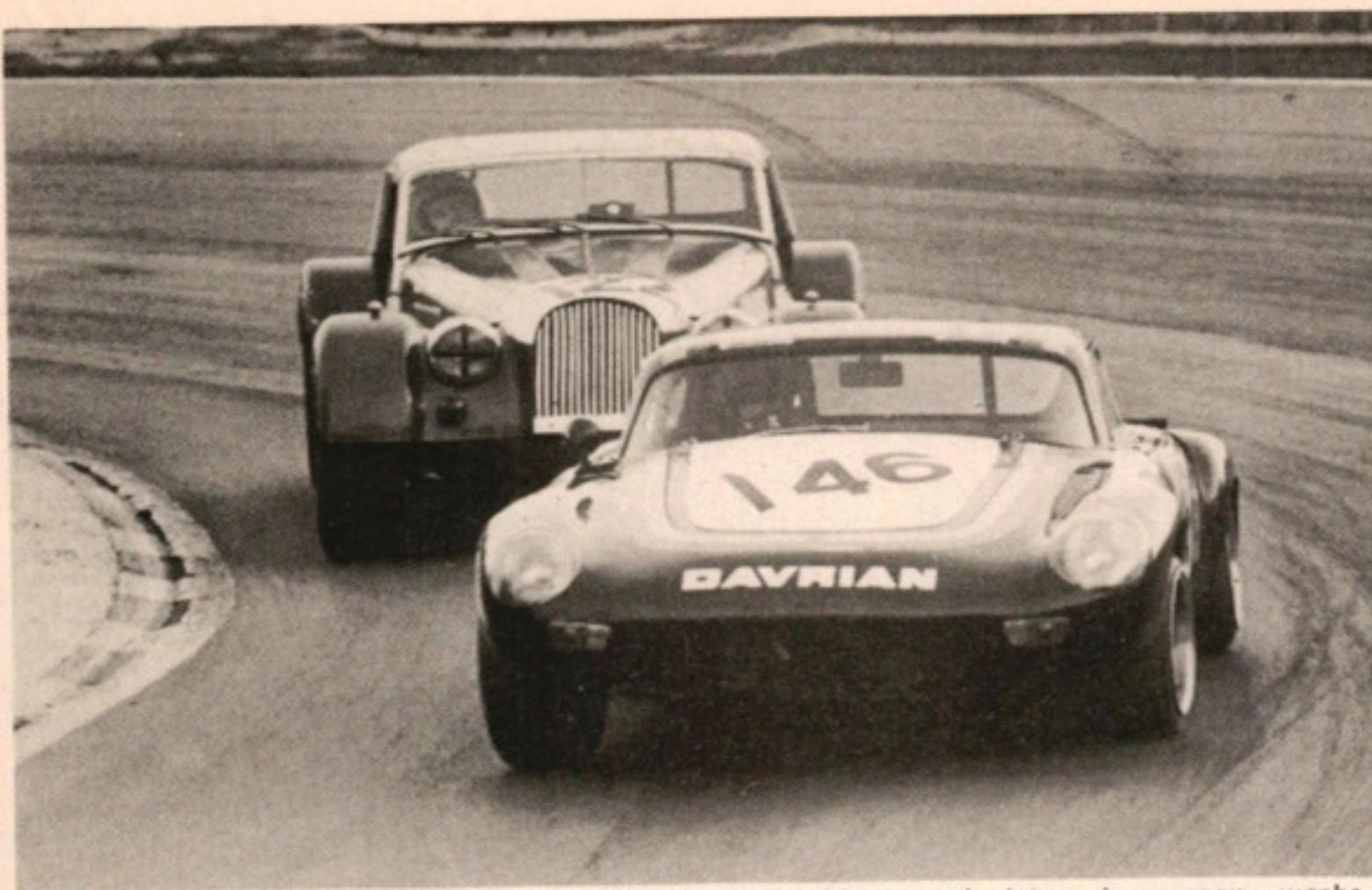
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Source * 1. Transport and Road Research Laboratory - D.O.E.
* 2. Causes and Effect of Road Accidents - 5 vol. study. Dept: Road Transportation and Environment Planning, University of Birmingham - June 1969.



Bob Jarvis leads Robin Gray's Morgan Plus 8 to take his second victory in as many weeks.

BRANDS HATCH

Moss superiority

It was an incident packed day at Brands Hatch last Sunday when the Sevenoaks and District MC ran six races which were exciting enough to keep the cold out of the small crowd, there being no serious injuries amongst the many incidents. The only championship points at stake were for the Bob Fox Mini Se7en Challenge, Mick Moss, who has already clinched the series, taking victory and breaking his own lap record into the bargain.

John Homewood never had to really extend himself in winning the opening 1000 cc saloon car race. His Kent Messenger Sunbeam Imp was chased for the first three laps however, by Mo Mendham's Mini, but thereafter, the Imp pulled out a couple of seconds on the Mini. Mendham reduced the deficit by 0.5 s towards the end when the race was slowed considerably at Paddock, the rescue vehicle being on the track to attend an accident between the Minis of Martyn Darnell and Syd Ryder. Dudley Fisher's Miglia Mini demoted Eric Groves' similar car on lap 2 to hold third place for almost the remainder of the race. However, he did it all wrong at Clearways on the last lap and finished up in the bank, leaving third to Colin Selvage's Mini from Groves.

Bob Arnott held his customary Brands Hatch pole position for the 10 lap Formula Ford race, although he wasn't in his customary Merlyn, but in the BOC championship winning Van Diemen. Arnott led off the line, but by the end of the opening lap, it was Rob Wicken's Maidstone Service Station Merlyn Mk17A that led the field, while Arnott found himself in third place by the end of the second lap at the expense of Syd Fox in "Mac's" Hawke DL11 which was running a Dennis Rowland mill instead of the Lloyd unit he has been using of late. Arnott found himself struggling to keep up with the Merlyn and the Hawke, but he had plenty in hand over Will Arif's Merlyn Mk20A, who also has changed his engine tuner, the Starline car's power unit now being prepared by David Minister. Wicken and Fox diced furiously until the wily one inherited the lead on lap 7, although by the end only 0.2 s separated them, the works Van Diemen being a further 0.6 s behind. Mike Blanchet's Lotus 61M had held fifth place behind Arif but he finished his race against the Paddock Bend bank. Len Fletcher's Merlyn would have taken over fifth, but he received a bump at Druids, and called at the pits for a check up.

It was thus Julian Clark's Royale which survived a coming together at Druids with Brian Songhurst's similar car, to hold fifth but he was pipped at the post by Uriah Heep guitarist Ken Hensley (Dulon). Afterwards there was some speculation as to the legality of some of the engines.

Bearded Mick Moss had already clinched the Bob Fox Mini Se7en championship as he took up pole position, and surprisingly he was beaten in to Paddock by Geoff Gilkes' Lawrence Mini as Alan Corbishley split the field up by hitting the bank at the bottom of the first bend. Norman Finn's Team Castrol Mini jumped from third place to the top of the leader board on lap 3 as Moss and Gilkes tangled at Druids which dropped Gilkes to fourth place behind Danny Crosbie. However a lap later Moss and Gilkes headed the field again and this time they stayed there, Moss taking the chequered flag over 3.0 s ahead of Gilkes, the Mini 7 champion also knocking over 0.5 s off his own lap record. Finn dropped a couple of places just before half distance with a touch of auto-crossing along Bottom Straight, but chased Hugo Hoyle hard for fourth place, being rewarded on the run in to the line, just half a length separating the two Minis.

There was certainly plenty of mid field action in the modsports race. Tony Dunderdale got things rolling by spinning his Turner into retirement at Bottom Bend on the opening lap. A total of four cars went off in two separate incidents on the second lap: John Dudley's ShellSport Marcos ran into the back of Nick Ramus' Elan at Paddock causing both to spin although both were able to continue after some delay, while at Bottom Bend, Fred Game's spinning Triple C Midget was collected by Phillip Holliday's Ginetta G4, both having to retire on the spot, Triple C's Tech Ed being a little shaken. Meanwhile, Robin Gray's Lawrence Miglia Morgan Plus 8 had taken an early lead from Bob Jarvis's nimble Davrian Imp. On lap 4 the Auto Enthusiast Magazine Davrian took the lead and extended it by a second a lap thereafter. The two leading places were never really certain for the Morgan was emitting an ominous plume of blue smoke towards the end while the Imp motor in the Davrian didn't sound too healthy at the start of the last lap, although both survived. Bill de Selincourt's Ember Racing Jaguar E Type inherited third on lap 4, Andy Bailey's very quick

Sprite having to settle for fourth place.

Formula 3 March 733s were fastest in practice for the Libre event, José Espírito Santo annexing pole, just 0.4 s quicker than John Brise in his son's John Player F3 Championship winning Kent Messenger car with the wording on the side "Tony Brise's Dad." If dad can go as quick as 50.4 s perhaps Tony's car of next year will read "John Brise's Son." John Hardesty's Brabham BT30 FVA completed the front row, but he only lasted 100 yards before a big twitch sent him into the bank. The South American took the lead, and he too had quite a moment at Bottom Bend, but he held on to everything, and retained quite a useful lead over Brise Snr, who only got past Peter Deal's Brabham BT 21D t/c on lap 2. They stayed in this order until half distance when Deal was demoted by Paul Butler's Barwell Automotive Brabham BT28/35 Vegantune. Deal got back his third place when the BT28/35 developed an oil leak on lap 9, retiring on the same lap after depositing most of its lubricant round the circuit. That will never do with the fuel crisis we have at the moment. It was thanks to the oil that Brise caught right up with Santo, the timekeepers being unable to separate them after ten laps. Rob Wicken would have given Phillip Guerola's Brabham BT30 a run for its money, but the FF developed a fuel pick up problem which dropped it way down the field, leaving Guerola with fourth place ahead of Malcolm Clube's oily tyred McLaren-Ford M1C.

A confrontation between Gerry Marshall's Thames Television DTV Firenza and Chris Meek's Princess Ita Escort looked the ideal way to close the day's racing. However, after practice Meek withdrew his car after he had been spoken to regarding a yellow flag incident. It wasn't even a severe warning, but obviously Meek was a little upset about it. Anyway that left just Ian Bax's Whitegates Service Station Vickers Mini on the front row with Marshall which obviously didn't have the power to present Big Gerry with any problems, and sure enough the Firenza ran away with a 28.8 s victory over Bax, who had been headed by Peter Kitchen's Mini BDA until lap 3 when the clutch gave out and Kitchen retired. Tony Rosen Nash seems to be getting the hang of handling the 7 litre power in his Mustang and he finished third ahead of quite a gaggle which was headed by Paul Harmer's DJ Bond Cooper S.

PAUL KING

Saloon Cars up to 850 cc and 851 to 1000 cc (10 laps): Overall and 851 to 1000 cc: 1, John Homewood (1.0 Sunbeam Imp), 9 m 53.4 s, 75.23 mph; 2, Mo Mendham (1.0 Mini), 9 m 54.2 s; 3, Colin Selvage (1.0 Cooper S), 10 m 16.0 s; 4, Eric Groves (1.0 Tolgate Mini Miglia), 10 m 17.2 s. **Fastest lap:** Homewood, 57.0 s, 78.32 mph.

Up to 850 cc: 1, Frank Brookes (850 Longman Mini), 70.21 mph; 2, David Enderby (846 Mini); 3, Derek Harris (850 Mini). **Fastest lap:** Brookes, 1 m 0.4 s, 73.91 mph.

Formula Ford (10 laps): 1, Syd Fox (Hawke-Rowland DL11), 9 m 03.8 s, 82.09 mph; 2, Rob Wicken (Merlyn-Piper Mk 17A), 9 m 04.0 s; 3, Bob Arnott (Van Diemen-Scholar FA73), 9 m 04.6 s; 4, Will Arif (Merlyn-Minister Mk 20A), 9 m 14.0 s; 5, Ken Hensley (Dulon-Rowland MP15), 9 m 32.0 s; 6, Julian Clark (Royale-Vegantune RP3), 9 m 32.2 s. **Fastest lap:** Fox, Arnott and Mike Blanchet (Lotus-Ansell 61M), 53.0 s, 84.23 mph.

Bob Fox Mini Se7en Challenge (10 laps): 1, Mick Moss (Mini), 10 m 30.0 s, 70.86 mph; 2, Geoff Gilkes (Lawrence Mini), 10 m 33.4 s; 3, Danny Crosbie (Mini), 10 m 39.2 s; 4, Norman Finn (Mini), 10 m 40.6 s; 5, Hugo Hoyle (Mini), 10 m 40.6 s; 6, Michael Heudebourck (Swiftune Mini), 10 m 55.4 s. **Fastest lap:** Most, 1 m 01.0 s, 73.18 mph (record).

Modified Sports Cars, up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc (10 laps): Overall: 1, Bob Jarvis (1.1 Davrian-imp Mk 5), 9 m 27.2 s, 78.70 mph; 2, Robin Gray (3.5 Morgan Plus 8), 9 m 34.8 s; 3, Bill de Selincourt (3.8 Jaguar E-type), 9 m 49.2 s; 4, Andy Bailey (1.1 Austin Healey Sprite), 9 m 50.8 s.

Up to 1150 cc: 1, Jarvis; 2, Bailey; 3, Simon Packford (1.1 Ginetta G4). **Fastest lap:** Jarvis, 55.0 s, 81.16 mph.

1151 to 2000 cc: 1, Roger Redsell (1.3 Vickers Sprite), 74.77 mph; 2, Andrew Major (1.3 Austin Healey Sprite); 3, Barry Sidery-Smith (1.8 MGB). **Fastest lap:** Redsell, 56.6 s, 78.87 mph.

2001 to 3000 cc: 1, Tony Sayer (3.0 Austin Healey 3000), 66.14 mph; 2, John Dudley (3.0 Marcos GT); only starters. **Fastest lap:** Dudley, 57.6 s, 77.50 mph.

Over 3000 cc: 1, Gray 77.66 mph; 2, de Selincourt; only starters. **Fastest lap:** Gray, 56.2 s, 79.43 mph.

Formula Libre (10 laps): 1, José Espírito Santo (F3 March-Mohr 733), 8 m 47.2 s, 84.68 mph; 2, John Brise (F3 March-Holbay 733), 8 m 47.2 s; 3, Peter Deal (1.6 Brabham BT21D TC), 9 m 03.2 s; 4, Phillip Guerola (1.8 Brabham-FVC BT30), 9 m 09.6 s; 5, Malcolm Clube (4.7 McLaren-Ford M1C), 9 m 20.8 s; 6, Mikes Bowers (1.6 Brabham BT21C TC), 9 m 21.8 s. **Fastest lap:** Brise, 50.8 s, 87.87 mph.

Saloon Cars 1001 to 1300 cc and over 1300 cc (10 laps): Overall: 1, Gerry Marshall (2.3 Vauxhall Firenza), 9 m 06.8 s, 81.64 mph; 2, Ian Bax (1.3 Vickers Mini), 9 m 35.6 s; 3, Tony Rosen Nash (7.0 Ford Mustang), 9 m 36.8 s; 4, Paul Harmer (1.3 Cooper S), 9 m 37.8 s.

1001 to 1300 cc: 1, Bax 77.55 mph; 2, Harmer; 3, John Watts (1.3 Cooper S). **Fastest lap:** Bax and Harmer, 55.6 s, 80.29 mph.

Over 1300 cc: 1, Marshall; 2, Nash; 3, Jeff Allam (2.3 Vauxhall Viva GT). **Fastest lap:** Marshall, 52.4 s, 85.19 mph.

The ups and downs of our slowest motoring sport

BOB CONSTANDUROS takes a step into the world of sporting trials

About this time of year, a hardy bunch of men (and women) dust down machines which bear little resemblance to anything else in motor sport and take to the country to take part in a branch of our sport which is unique. First it takes place in the worst weather that the country provides, namely the winter months. Secondly, it involves open cars, and thirdly it is on rough ground, which means mud and the other hazards of ground affected by the months already mentioned. I am, of course, talking of sporting trials. Not only does it involve all the above, but it is also the slowest form of motor sport covered by our pages, and yet is one of the most friendly and hotly contested. It can also be the cheapest.

Contrary to popular opinion, it is not the "mud plugging" image that it is often labelled. I have covered one sporting trial and have been involved, at the kind invitation of the 750 Motor Club, who organise some of the championships, in another. My first trial was



The Mud and Snow Semperits commonly used by the 750 and 950 trialists.

perhaps one idea of the sport. Thirty or so drivers with passengers congregated in a garage car park in mid-Sussex some time in February and set off into the undergrowth. This is another aspect of sporting trials. Rather than use pristine, but perhaps slippery patches of grassland, possibly useful for farm grazing, the sporting trial man prefers to wind his way up heathery hills and through tree lined and root rutted gullies. But back to the trial. Reaching their destination, in this case, was a considerable problem because melting snow had made a muddier of the track, but once their machines had (or had not, as some found out) reached their respective hills, the trial was on. The site was a steep escarpment, covered in heather and some snow, with a considerable amount of mud at the bottom, being contributed to all the time by streams from more melting snow. The various hills were calibrated by posts announcing what marks could be scored as the contestants climbed, and their successes or failures were marked on a scorecard, the amounts decreasing the higher the contestant climbed.

There were two climbs in the morning and two in the afternoon, although the number of contestants was slowly whittled away as competitors broke parts of their machinery, although the normally very tractable trials cars became bogged down in the Sussex mud which was about two feet deep in places. Indeed, some contestants even had difficulty reaching the start of a couple of hills such was the mud, but as darkness approached so a winner was decided, and 60 very muddy competitors returned to their cars and homes.

My own personal experiences of trialling were rather less dramatic. The friendly 750 Motor Club had assembled a cross section of the three classes in trialling on an uncommonly untrial-like day in April. Untrial-like because the sun shone, the ground was hard, and rather than heavy, denim, mud, snow—and rain—proof clothing, we wore light sweaters and sunglasses. And here, in Buckinghamshire, we were going to learn all about trialling, which rather proved my day in Sussex to be not entirely standard trialling procedure.

But first, something about the classes and cars in trialling. Perhaps the greatest influence on sporting trials cars was the Austin Seven. Modern cars, or at least the 750 class cars which were developed from the elderly Austins anyway, still bear a sort of resemblance to the Seven. The basic classes in fact embrace the Austin Seven and there are still a number of cars which are powered by, and developed from, the Austin Seven competing today. There are three basic classes, which differ mainly in the type of engine used, and the type of the all important, and hopefully, all gripping tyre. Smallest of the classes is the 750 class, which embraces the Austin Seven engine, and the various Reliant engines. With less power perhaps than other classes, the 750s are still allowed to use M and S tyres as they are commonly known, interpretation being Mud and Snow. Most popular of the makers of Mud and Snow are Semperit who seem to clean up throughout, although Michelin also feature. The next class up also permits M and S tyres, but the main change is in the engine size, this being the latest class to be introduced using the A series BMC engine mated to an A40 or A35 gearbox.

The final class is the National Trials Formula, but here there is little restriction on engine size, although the most popular seems to be the 1172 cc side valve Ford engine. However, as mentioned previously, the class has to use normal road going tyres, a subject of controversy in our Correspondence pages last week. Once again, Semperit gets good coverage with its steel braced M401, used last year by most of the aces including Gordon Jackson, John Benson, Jack Pearce and Ivor Portlock.

Most of the cars are "one-offs," but they range in materials used, to be valued as high as £1,000, although it's hard to get such a figure confirmed. However, if you don't go for either of the two "production" cars, the Cannon or Trialmaster, then it's possible to build up a car for very little and that applies to any of the three formulae. To give some idea what one would expect to pay for the normal chassised sporting trials car, I quote figures given for a car from each of the classes. In the 750 class, one of the cars I drove was Colin Sansom's Austin 7 Special, which he bought for £45 in 1967. Its 1929 engine was bored out to 803 cc and is mated



Very amateur and very expert: our man (above) takes Jack Pearce, with hand on the fiddle brakes creases



to a gearbox of the same make. Steering in sporting trialling is obviously of importance with some of the very tight corners that have to be negotiated. In this case Colin Sansom had a Vauxhall worm and ball to split track rod, while suspension for running over the bumps and ruts of a section is by leaf springs and friction dampers. On the 950 side, a relatively new class, Alan Brunning, the man behind Trialmaster, has an A35 gearbox with his A series, 35 bhp engine. Steering is by Herald rack with Imp stub axles and an A35 rear axle, and fabricated

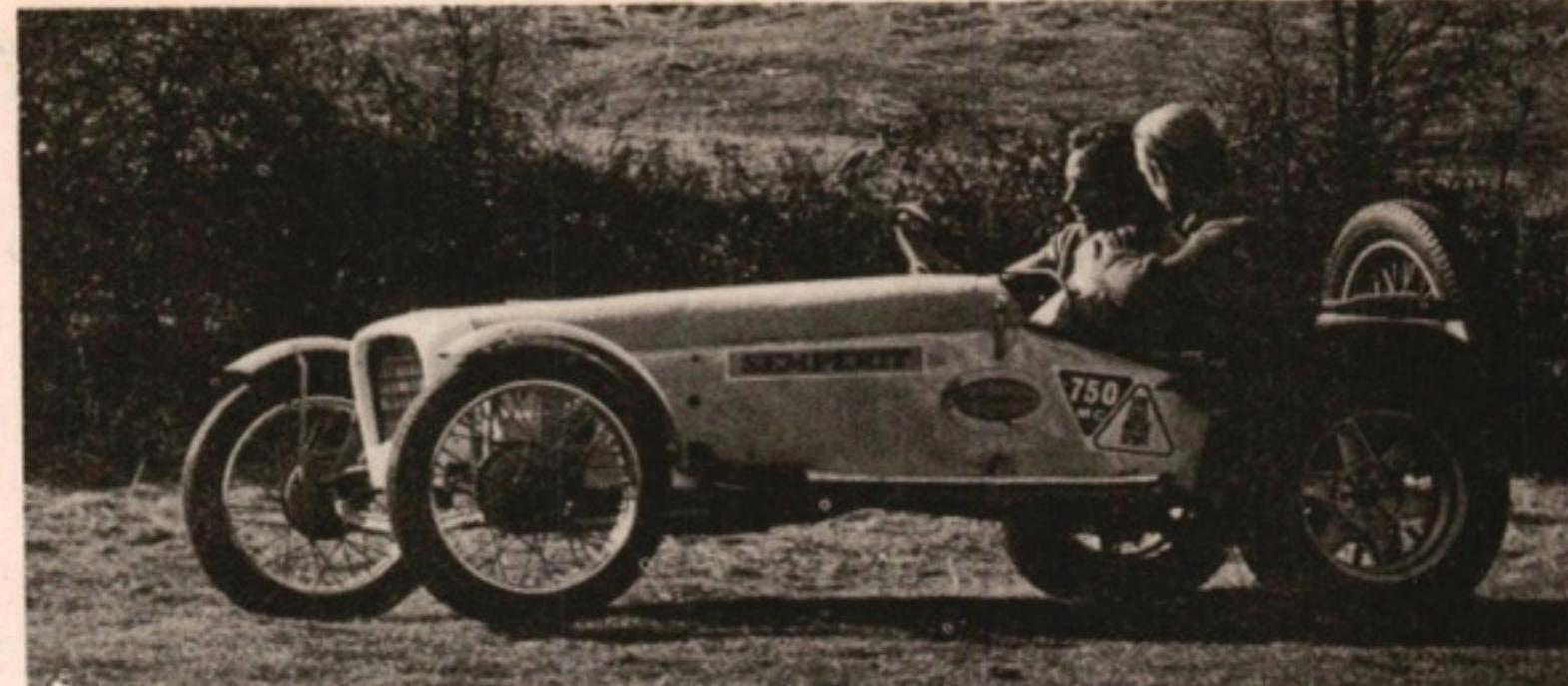


Jack Clark's 750 Formula car through a section. Below Semperit to get traction in his NTF Kincraft.



front axle. It took him six months to build and he offers this car for sale at £300 or in stages of assembly for £185.

Perhaps John Benson's National Trials Formula Jabford is the most remarkable value for money, especially considering its fantastic record. The 1172 cc engine drives through a Ford 8 gearbox, which is also the source of the steering box. There's a Y-type front axle with transverse spring. This car, which won the Duckhams Trials championship last year, and came third in the British experts trial last year, was Benson's last year's car.



John Benson's incredibly successful yet cheap NTF Jabford with Benson aboard as passenger.

and cost a mere £150.

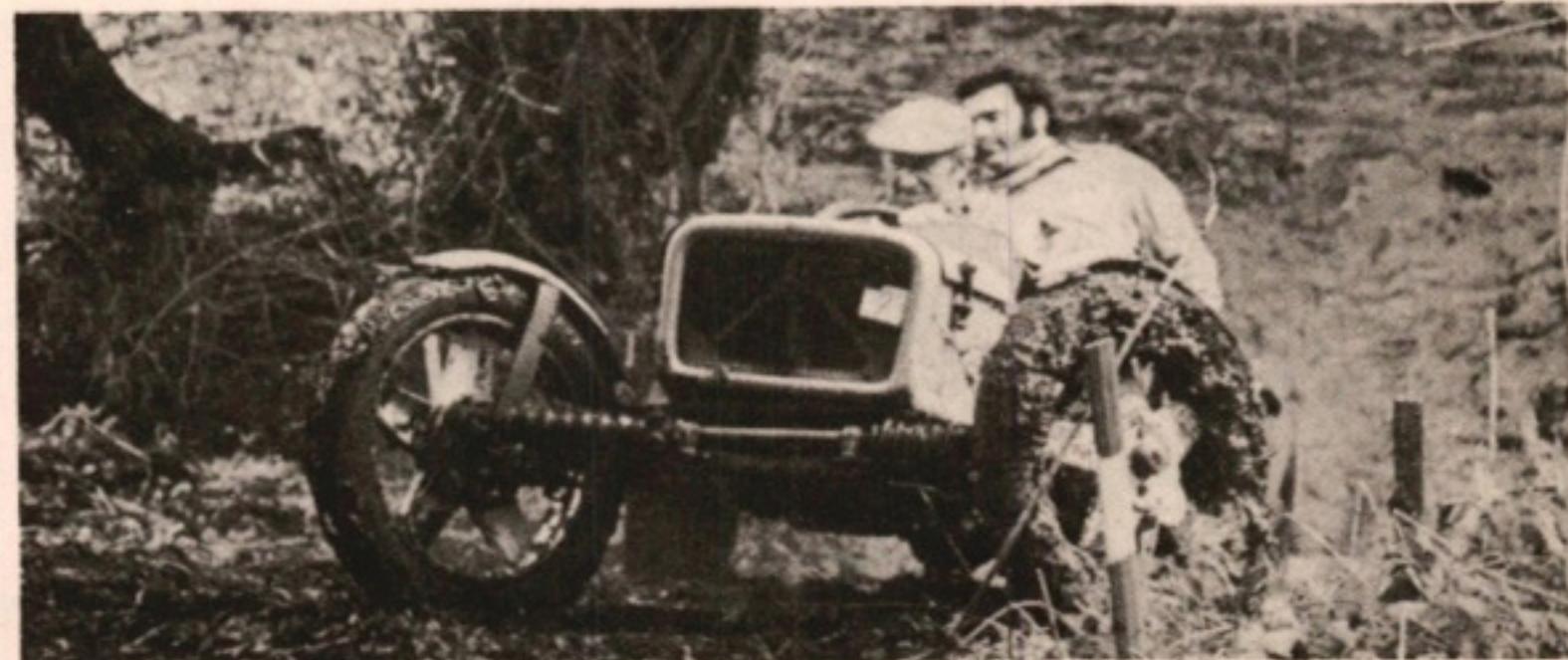
Common to all trials cars are such equipment as fiddle brakes and nudge bars. Both are aids to get round the tightest of corners, common to almost every trial, although many hills may also be climbed with the help of the fiddles. The basic idea is similar to that of a tank, which might sound unfair, but the idea is to stop one wheel to get the other side round a bit quicker. To this end, there's a lever connected to each rear brake which can stop that individual wheel, thus slewing the car round on the slowed wheel. A further aid to getting round corners is the nudge bar to be found just forward of the rear wheel. Rest this up against a tree which is very often at the apex of a tight corner, a touch of fiddle as well, and it could be the solution to getting around the tightest of corners. Despite the excellent locks always built in to trials cars, it is rare that this alone, especially on the often very slippery surfaces, will be sufficient to get them around a corner, hence the fiddles and nudge bars. Fiddle brakes can also help tyres to get a grip on the slippery slopes. Trialists already make some effort to get extra grip by pumping their tyres to very low pressures, usually around 7 or 8 psi, but should this be insufficient, then a touch of fiddle on the slipping wheel will help it get a grip. Fiddles are quite difficult to get used to. There's no gear shifting involved in trialling, you usually select first, tie the gear shift in there with a loop of rope or elastic tie, and then set off up with one hand on both fiddle brakes and the other on the rotating ball attached to the steering wheel. With one hand on both fiddle levers, it is possible to exert a different amount of brake pressure on each wheel as required. Perhaps one of the most difficult things to do is to hop from one car to another as we did at the 750 MC's press day, for what really came out was how "personalised" a car can be. The fiddle brakes may be by the gear lever on one car, outside the car on another. Bear in mind also that one driver may be 6ft 4in or 5ft 3in, so it's quite

possible to be reaching uncomfortably for the pedals or practically sitting outside the car. Almost, but not quite of course as important as the driver is the passenger. We didn't have to do any of the passenger heroics indulged in by long suffering wives and friends, but the idea is naturally weight transference, and of course, the occasional bouncing to push the narrow tyres hard onto the ground to get maximum grip.

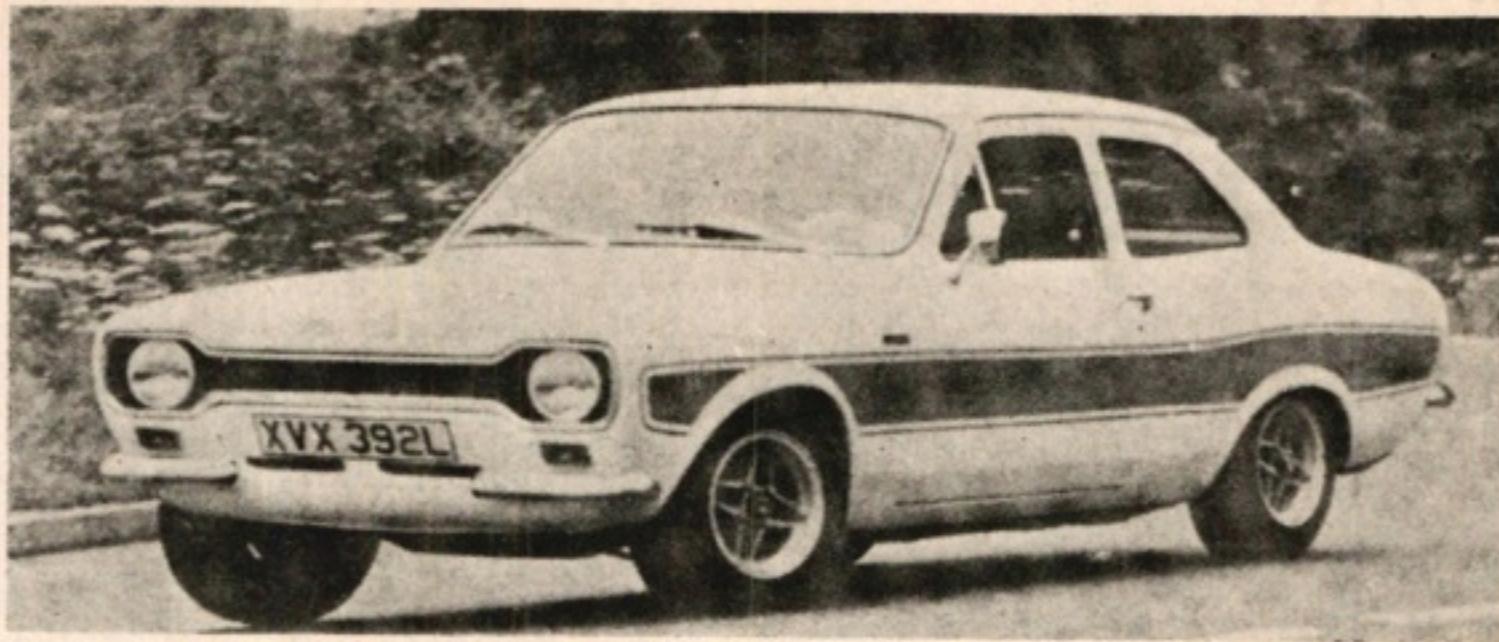
Personally, I find one of the most fascinating things about trialling is the way a course is laid out. The muddy hills of Sussex are by no means standard, and trees, short sharp banks, taken on a gradient, exposed tree roots all help to make a trial interesting. Lengths can often vary from 20 yards to 100 yds, it is never standard, and so that every competitor gets a good chance at a fresh hill, the hills are divided up to be shared around, and are probably tackled twice during the morning, and then reset for the afternoon, provided there's enough time. A course setter looks at every rock and root on a course, for all these have their effect on the section and on the machines. They can throw a car sideways out of the section, or they too can be used to get it round the corner. Equally, they can damage steering and mechanical parts, as can parts of the undergrowth basically out of the section. One doesn't always believe that the car stays on course!

However, the sport can really only be witnessed to understand the challenge in our slowest sport. It doesn't just attract those who are cold blooded, but many other competitors from other branches of the sport. Only 10 days ago, Stirling Moss and F3 driver Tony Brise were competing on the same trial with all the regulars, and you can't get much more of a cross section than that. So if the Sunday afternoon film looks boring, your girl friend's gone skating with another bloke or the dog needs squeezing, pop along to your nearest trial and see what it's all about, bearing in mind that it could cost less than £100 to compete in.

Gordon Jackson pushes the Ibex uphill through the mud with help from an athletic passenger.



SPECIFICATION AND PERFORMANCE DATA
 Car tested: Ford RS 2000 2-door saloon.
 Engine: Four-cylinders 90.82 mm x 76.95 mm (1993 cc). Compression ratio 9.2 to 1. 100 bhp (net) at 5700 rpm. Belt-driven overhead camshaft. Weber twin-choke down-draught carburettor.
 Transmission: Single dry plate clutch, 4-speed all synchromesh gearbox with central remote control, ratios 1.0, 1.37, 1.97 and 3.65 to 1. Open propeller shaft. Hypoid rear axle, ratio 3.54 to 1.
 Chassis: Combined steel body and chassis. Independent front suspension on MacPherson system with anti-roll bar. Rack and pinion steering. Live rear axle on semi-elliptic springs and radius arms. Telescopic dampers all round. Servo-assisted disc front and drum rear brakes. 165 SR 13 radial ply tyres on bolt-on disc wheels.
 Equipment: 12-volt lighting and starting. Speedometer, Rev-counter. Voltmeter. Oil pressure, water temperature and fuel gauges. Heating, demisting and ventilation system. Heated rear window. Windscreen wipers and washers. Flashing direction indicators with hazard warning. Reversing lights.
 Dimensions: Wheelbase 7 ft 10.5 in. Track (front) 4 ft 3 in, rear 4 ft 3.7 in. Overall length 13 ft 0.8 in, width 5 ft 1.8 in. Weight 2015 lbs.
 Performance: Maximum speed 112 mph. Speeds in gears: Third 95 mph, second 62 mph, first 36 mph. Standing quarter-mile 17.1 s. Acceleration: 0-30 mph 3.6 s, 0-50 mph 7.4 s, 0-60 mph 9.2 s, 0-80 mph 17.0 s, 0-100 mph 37.2 s.
 Fuel consumption: 28 to 32 mpg



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Total stop to home rallies

Confirmed dates for 1974 Makes Championship

The FIA have just issued the final list of events in the 1974 World Rally Championship for Makes following their October congress meeting. They are as follows:

February 14/17	Swedish Rally
March 19/24	TAP Rally, Portugal
April 11/15	East African Safari
June 18/23	Acropolis Rally, Greece
July 7/14	Heatway Rally, New Zealand
August 2/4	Rally of 1000 Lakes, Finland
September 11/15	Austrian Alpine
October 3/6	San Remo Rally, Italy
October 16/20	Rally of the Rideau Lakes, Canada
October 31/November 4	Press-on-Regardless, USA
November 15/20	RAC Rally of Great Britain
November 30/December 1	Tour de Corse, Corsica

Revised format for European Championship

The 1974 European Rally Championship for Drivers has been significantly changed. For the purposes of the championship, Europe is divided into four zones. South-West, Zone A, comprises Portugal, Spain, Andorra, France, Monaco, Switzerland and Liechtenstein. North-West, Zone B, comprises Ireland, Great Britain, Luxembourg, Belgium, Netherlands, and West Germany. North East Zone C, comprises Norway, Denmark, Sweden, Finland, USSR, Poland, Czechoslovakia, East Germany, Austria and Hungary. South-East, Zone D, comprises Italy, San Marino, Malta, Yugoslavia, Romania, Bulgaria, Greece, Turkey and Cyprus. There will be eight events per zone in the series.

A basic event will be organised per zone and all drivers of all zones will be required to take part in it. For scoring, the best four results out of the seven non-basic events of each zone plus two events out of the four basic events will be retained. Of the basic events, there will be a common itinerary exceeding 2000 km with at least five stages which have a minimum length of 200 km. The non-basic events will be 1000 km minimum with at least five stages of 100 km minimum distance.

Only cars of Groups 1 to 4 will be authorised to participate in the championship events and the principle of a general classification and not a classification by group will be retained. Graded drivers will be authorised to participate in championship events but to encourage the non-graded drivers a classification with two awards is provided:

- the title of Champion will be granted to a graded or non-graded driver, and
- an FIA Cup will be granted

to the best non-graded driver (according to the list made on December 31 of the year before).

Drivers will not be authorised to choose their zone, as this will entirely depend on the nationality of the country which issued their licence.

The Basic events per zone are as follows:

- Zone A: Spain will organise the Rally de Espana on October 25/27
- Zone B: Federal Germany will organise the Lyon-Charbonniere Rally on March 7/10
- Zone C: Finland will organise the Marlboro Arctic rally on January 31/February 2
- Zone D: Italy will organise the San Marino di Castrozza Rally on August 28/31.

Non-basic events in the Championship are as follows: February 16/17, Rally Costa Brava; March 1/3, Snow Rally; March 1/4, San Marino Rally; March 29/31, Rally Firestone; April 12/16, Circuit of Ireland; April 18/20, Rally of Elba; April 21/27, Tulip Rally; April 27/28, Criterium Alpin; May 10/12, Welsh Rally; May 12/19, Rally Paris-St Raphael Feminin; May 24/26, Rally Wiesbaden; May 30/June 2, Yugoslavia Rally; June 6/8, Semperit Rally; June 8/13, Scottish Rally; June 14/16, Rally d'Antibes; June 14/16, Jamt Rally; June 20/23, Rally Zlatni Piazzatzi; June 28/30, Rally of Ypres; July 5/7, Rally Vltava; July 12/14, Rally of Poland; July 19/21, Aegean Rally; August 2/4, Danube Rally; August 30/31, Taurus Rally; August 28/September 1, Sachs Rally Baltic; September 13/22, Tour de France; September 28/29, Cyprus Rally; October 4/5, Munich-Wien Budapest; October 11/13, Rally Lugana; October 18/20, Rally 1000 Minutes; November 1/3, Rally Andernacsh-Nurburgring-St Amand-les-Eaux.

Shock news was issued last Monday evening by the Government concerning the petrol shortage crisis stating that all rallies have been banned. Mr Peyton, Minister for Transport Industries has asked the RAC to stop authorising rallies for the time being and to revoke any authorizations that have been given. In a letter to the chairman of the RAC, Mr Peyton said he trusted that it was a reasonable request. The Department of the Environment allowed the remainder of the RAC International Rally to be run, including the Wednesday run. Details of a press Statement from the RAC concerning all forms of motor sport appear in Pit and Paddock.

1000 Lakes

Details of next year's Rally of the Thousand Lakes were available at York. The Finnish World Championship round will be run to the same successful formula as before though a special effort is being made to encourage overseas competitors to the next 1,000 Lakes. A small point of the booklet and folder likely to upset Hannu Mikkola is a photograph of his car on the covers with his personal sponsors—Colt Cigarettes blanked off and "Nortti" added—the sponsors of the Finnish event.

Cloete leaves

South African rally driver Louis Cloete has resigned from the Chevrolet Dealer Team leaving team-mate Jan Hettema, who has won 30 championship rallies while Cloete failed to score any firsts. Louis Cloete leaves to drive for another manufacturer.

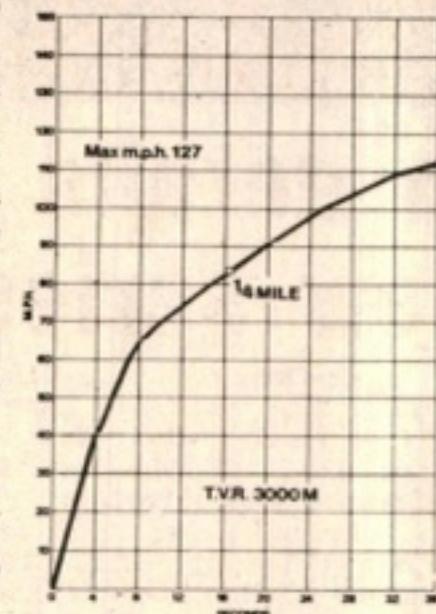
- Two new Team Vauxhall Sport Dealerships have been announced. They are Nash of Cardiff Limited, Sloper Road, Cardiff, CF1 8TE. Nash are the largest Vauxhall-Bedford dealers in Wales. Second dealers are Leedhams (York) Limited, Rougier Street, Lendal Bridge, York, YO1 1HX.



One of the major highlights of the RAC Rally has been the superb and exciting performance by Marku Alen/Ikka Kivimaki in their Escort. The 22-year-old Finn, Alen, dropped to 177th place after going off at Sutton on Saturday but was back to fifth when we closed for press on Tuesday (above). Roger Clark in spectacular form at Clipstone (below).



SPECIFICATION AND PERFORMANCE DATA
 Car tested: TVR 3000M sports two-seater coupé, price £2464 including car tax and VAT.
 Engine: V6, 93.97 mm x 72.41 mm (2994 cc). Compression ratio 8.9 to 1. 142 bhp (net) at 5000 rpm. Pushrod-operated overhead valves. Weber twin-choke downdraught carburettor.
 Transmission: Single dry plate clutch, 4-speed all-synchromesh gearbox with central change, ratios 1.0, 1.41, 1.95 and 3.16 to 1. Hypoid final drive, ratio 3.45 to 1.
 Chassis: Multi-tubular steel backbone chassis. Independent suspension front and rear by double wishbones, coil springs, and Armstrong telescopic dampers. Rack and pinion steering. Girling servo-assisted disc front and drum rear brakes. Aluminilloy wheels fitted 185-14 HR radial ply tyres.
 Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Oil-pressure, water-temperature, and fuel gauges. Voltmeter. Two-speed windscreen wipers and washers. Heating, demisting, and ventilation system, with heated rear window. Reversing lights. Flashing direction indicators with hazard warning. Cigar lighter. Radio. Sunshine roof.
 Dimensions: Wheelbase 7 ft 6 in. Track 4 ft 5 1/4 in. Overall length 12 ft 10 in. Width 5 ft 4 in. Weight 1 ton approximately.
 Performance: Maximum speed 127 mph. Speeds in gears: Third 91 mph. Second 66 mph. First 41 mph. Standing quarter-mile, 16.2 s. Acceleration: 0-30 mph, 2.9 s. 0-50 mph, 5.6 s. 0-60 mph, 7.2 s. 0-80 mph, 14.2 s. 0-100 mph, 25.0 s.
 Fuel consumption: 20-25 mpg.



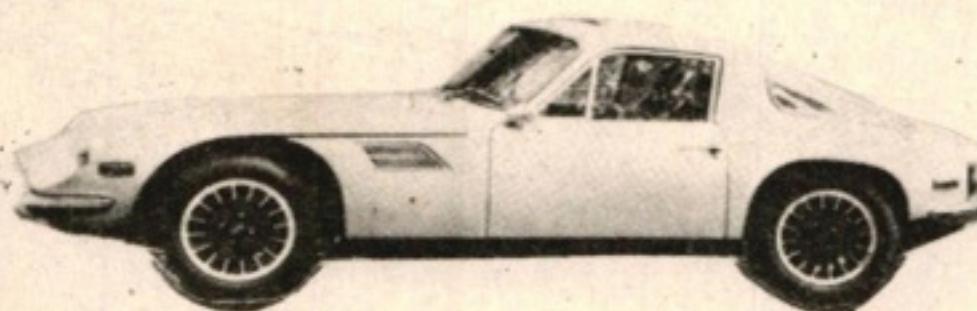
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1. CHAMPIONSHIP

The Championship is registered with the RAC under the title — Castrol Special Stage Championship 1974 with AUTOSPORT. The permit number is CH 1291.

2. REGISTRATION

All competitors in the Championship must register on the appropriate form which is available from Eric Silbermann, Castrol Rally Championship Co-ordinator, Clubs Department, Burmah House, Pipers Way, Swindon, SN3 1RE. Numbers are limited to 150 in each class. Registration will close on May 1.

3. DECALS

All competitors must display the Championship decal supplied by Castrol in all qualifying events as required by RAC Regulations BB1 (t) and SSR P33 (a).

4. CLASSES

The Championship will be divided into three classes:

(a) Cars complying with FIA Group 2, 3 and 4 and RAC Vehicle Regulations (the latter where events are run to these regulations).

(b) Cars complying with FIA Group 1 regulations. Competitors will be required to make available homologation forms for scrutineering purposes. The Championship promoters reserve the right to seal and strip cars in this class within the provisions of the GCRs and should any car be excluded or disqualified from the results this will entail loss of points in the championship obtained to that date irrespective of the car/cars used.

(c) Ladies.

5. SCORING

All registered competitors, both drivers and co-drivers, in the championship will be awarded points in each round commensurate with their finishing positions in overall classification. Points will be awarded as follows: 1st overall, 20 pts; 2nd overall, 19 pts; 3rd overall, 18 pts; 4th overall, 17 pts; 5th overall, 16 pts; and so on, down to 20th overall, 1 pt.

Only competitor's best eight scores out of all the qualifying rounds will count.

Points scored in each Class are totalled separately in relation to the final championship scores.

6. TIES

Any ties will be decided by

Championship details and rounds for new series

the competitor with the greatest number of highest places in any eight events. Any further tie will be decided in favour of the competitor with the greatest number of second highest places in any eight events and so on. In the event of a tie still existing, then consideration will be given to results in other Championship rounds beyond the eight qualifying events.

7. GROUP ONE CLASS

A separate class will be open to drivers and co-drivers/navigators of Group 1 cars. Whilst these drivers and co-drivers/navigators will score points towards the overall Championship as outlined in (5), they will also receive separate points based on their positions within the Group 1 category again on overall positions. These will be awarded to the first 15 on the same scoring basis as the overall championship, ie, 15 points down to 1.

8. LADIES AWARDS

Points will also be given to all ladies registered in the championship in order that they can also score separately for ladies awards as well as the championship overall and Group 1: 1st overall, 9 pts; 2nd overall, 6 pts; 3rd overall, 4 pts; 4th overall, 2 pts; 5th overall, 1 pt.

9. INTER-NATION AWARDS

When registering for the championship all competitors will be asked to nominate the country which they wish to represent, ie, Scotland, Ireland, Wales, England. Competitors have the choice of nominating either the country in which they were born or the country in which they are currently living.

The top 10 drivers registered for the championship in each event will be awarded points from 10 to 1 to be credited to their nominated country. All drivers who have scored points towards their country will be deemed to be the team representing their country and the winning team at the end of the championship will be presented with individual trophies and an award.

The highest-scoring individual member of each national team will also receive an additional trophy.

Competitors will be given two flagstickers of the country nominated which must be displayed on the car.

10. AWARDS

Each event an award to: (1) the highest placed registered championship entrant and registered co-driver/navigator; (2) highest placed registered championship Group 1 entrant and registered co-driver/navigator; (3) the highest placed registered lady driver and co-driver/navigator.

Overall Championship

Drivers: 1st, £150 plus the Castrol Trophy; 2nd, £100 plus trophy; 3rd, £75; 4th, £50; 5th, £40; 6th, £35; 7th, £30; 8th, £25; 9th, £20; 10th, £15.

Co-Drivers: 1st, £100 plus the John Davenport AUTOSPORT Trophy; 2nd, £50 plus trophy; 3rd, £25; 4th, £15; 5th, £10.

Group 1 Championship

Drivers: 1st, £150 plus the Castrol Trophy; 2nd, £100 plus trophy; 3rd, £75; 4th, £50; 5th, £40; 6th, £35; 7th, £30; 8th, £25; 9th, £20; 10th, £15.

Co-Drivers: 1st, £100 plus the John Davenport AUTOSPORT Trophy; 2nd, £50 plus trophy; 3rd, £25; 4th, £15; 5th, £10.

Evette (Ladies Awards)

Drivers: 1st, £150 plus the Evette Trophy; 2nd, £75; 3rd, £50; 4th, £25; 5th, £15.

Co-Drivers: 1st, £100 plus

The sort of forestry action which will become a feature of the new championship.

the Evette Trophy; 2nd, £50; 3rd, £25; 4th, £15; 5th, £10.

11. ENTRIES

Championship entrants may choose which events to enter. It is unnecessary to advise Castrol of the meetings selected. The championship entrant must signify on the club entry form for each event that he/she is a championship entrant in order that marks can be recorded.

It is the responsibility of the entrants to obtain the Supplementary Regulations for each qualifying event.

Acceptance of an entry in a qualifying event is a matter of decision by the promoting club.



CHAMPIONSHIP EVENTS

Date	Event	Status	Organising Club
February 23/24	Mintex Dales Rally	N	De Lacy Motor Club of Pontefract
April 27	Bass Charrington Tour of Lincs	R	Lincolnshire AC
May 10/12	Fram Castrol International Welsh Rally	Int	South Wales Automobile Club
June 21/23	Circuit of Donegal	Int	Donegal Motor Club
July 6	Cheltenham Festival Rally	R	Cheltenham Motor Club
August 31	Burmah Rally	N	Lanarkshire Car Club
September 13/14	Castrol Manx International Trophy Rally	Int	Manx Auto Sport
September 21	Moss Tyres Rally	N	York Motor Club
October 19	Tavern Woolbridge Rally	N	Taunton Motor Club
October 26	Castrol Timpson Rally	N	Wolverhampton & South Staffs Car Club Ltd
December 26	Castrol Tour of Eppynt	R	Port Talbot Motor Club

In addition to the usual racing set (see page 7), Michael Turner has produced a second Christmas card set which includes this magnificent one of Roger Clark on the Welsh and a 22 in x 17 in print of this is also available. Others in the 60p set of five include Kallstrom's Lancia on the Swedish and Mehta's Datsun 240Z on the Safari.





SPECIFICATION AND PERFORMANCE DATA

Car tested: Jensen-Healey open sports 2-seater.

Engine: Four-cylinders in aluminium block inclined at 45 degrees, 95.2 mm x 69.3 mm (1973 cc). Compression ratio 8.4 to 1. 140 bhp at 6500 rpm. 4 valves per cylinder operated by twin belt-driven overhead camshafts. Two Dellorto twin-choke carburettors.

Transmission: Single dry plate clutch. 4-speed all-synchromesh gearbox with central change, ratios 1.0, 1.29, 1.99, and 3.12 to 1. Hypoid rear axle, ratio 3.73 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones and coil springs. Rack and pinion steering. Live rear axle on four links and coil springs. Telescopic dampers all round. Servo-assisted disc front and drum rear brakes. Bolton light alloy wheels fitted 185/70 HR-13 radial ply tyres.

Equipment: 12-volt lighting and starting. Speedometer, Rev-counter. Oil pressure, water temperature and fuel gauges. Voltmeter. Clock. Heating, demisting and ventilation system. 2-speed windscreens wipers and washers. Flashing direction indicators. Reversing lights. Radio (extra).

Dimensions: Wheelbase 7 ft 8 in. Track (front), 4 ft 5.2 in. (rear) 4 ft 4.5 in. overall length 13 ft 6 in. width 5 ft 3.2 in. weight 19 cwt.

Performance: Maximum speed 120 mph. Speeds in gears: Third, 98 mph; Second, 64 mph; First, 41 mph. Standing quarter-mile, 16.0 s. Acceleration: 0-30 mph, 2.8 s; 0-50 mph, 5.5 s; 0-60 mph, 7.5 s; 0-80 mph, 13.2 s; 0-100 mph, 23.4 s.

Fuel consumption: 20 to 25 mpg.

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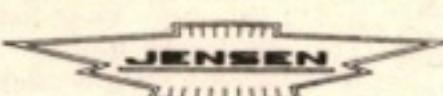
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Denis Wells scored his eighth class win with his Skoda Octavia and now only needs to win his class on the last event in 10 day's time to draw level with Geoff Spencer in the BT&RDA Championship.

PROD CAR TRIAL

First overall for Carr

Dave Carr, former Midlander now residing in the south, scored his first ever championship overall win last weekend when he drove to victory in the penultimate round of this year's BT&RDA Production Car Trial Championship which was organised by Crane Valley MC on land at Pirbright. For his first championship success in three years of trialling Carr dropped 26 marks on the 24 sections to beat his son Robert by six marks. His index of performance, however, was much closer for he had a mere 0.3% in hand over Denis Wells who scored his eighth class win with his Skoda Octavia.

A creditable entry of 68 turned up for the popular southern round of the championship and once again the terrain was as demanding as ever. For the second weekend in succession Phil Derbyshire was involved in a tie in the FEFWD class and once again he lost first on furthest cleanest. Don Robbs (Midget), John Young (Cooper) and Alan Dearsley (VW Beach Buggy) were the other class winners.

First of two class winners for the Invaders Club was John Young (Cooper S) who had an evenly matched battle with Derbyshire throughout. They were tied on 31 marks at lunch and both ended with 62 marks, Derbyshire losing first place on the third hill where he had an inferior score by three marks. Another Invaders member, Graham Lindley (Mini) was third on 69 marks, again the result of two consistent rounds of the 12 sections.

Dave Slater, getting more and more accustomed to his Escort Sport, was the early challenger to Wells in the front engined rwd class and at lunch they were only four marks apart and the pressure was well and truly applied to the Skoda Octavia driver. However, Slater

blotted his copybook twice in the post luncheon period and this allowed Wells to steam away unchallenged to win with 32 marks lost to Slater's 50. Popular owner John Simmons-Hodge was third up with 55 marks lost after a steady performance.

Among the eight sports cars Don Hobbs made hard work of taking the class back to the Midlands. In his Midget, with yet another gearbox, he dropped 64 marks to beat Peter Cornwell's MGA by seven marks. Cornwell drove the MG very spiritedly throughout the day. At lunch he was only four marks down on Hobbs and he maintained the pressure for most of the second half. Paul Skelton (Midget) was never far behind being only six marks down at lunch, but he faded a little thereafter to total 79 marks.

To achieve his first championship spoon Dave Carr had to work really hard to stay ahead of his son Robert. Dave had dropped eight at lunch to lead by two marks and he inched his way farther ahead throughout the afternoon and the pair finished well ahead of Ted Edwards who brought his Stiletto home on 50 marks for third spot.

Another class to go to furthest cleanest was that for the Beach Buggies and specials where Alan Dearsley and John McDonald completed the course on nine marks apiece. Both were in VW Beach Buggies and Dearsley won the day with Courtney Wright third in another Beach Buggy and only one mark away from making it a triple tie.

Overall: D. Carr (Imp), 26 marks lost. Class winners: J. Young (Cooper), 62 marks; D. Wells (Skoda Octavia), 32 marks; D. Hobbs (Midget), 64 marks; R. Carr (Imp), 32 marks; A. Dearsley (Beach Buggy), 9 marks. Ladies: Mrs. J. Young (Cooper), 90 marks. Best Crane Valley: B. Fallowfield (Imp), 73 marks.

to third with victory going to Alan Hemmings/John McKerrell in their Escort with 3,943 penalties.

Second were the Avenger crew of Charlie Woods/Doug Smith on 4,347 penalties, with Barter/Kirkham totalling 4,687 penalties including a maximum on the stage where they made their mistake. The event was over a 180-mile route with eight selectives totalling some 14 miles and 95 crews started.

Overall: 1, A. Hemmings/J. McKerrell (Escort), 3,943 penalties; 2, C. Woods/D. Smith (Avenger), 4,347; 3, J. Barter/D. Kirkham (Mexico), 4,687; 4, P. Skinner/L. Castledine (Mexico), 4,746; 5, A. Carpenter/P. Singleton (Escort), 5,094; 6, D. Wood/C. Forrest (Mexico), 5,136.

YSCC win Club League by 300 pts

The Yorkshire Sports Car Club, originators of the Shell Motor Club League two years ago, finished with a comfortable 300 point lead at the top of the table after the final round on Sunday. At 10 events throughout the year, ranging from rallies and autocross to hill climbs and production car trials, 22 Yorkshire-based clubs have sent teams in their quest for the title of best all rounders.

But at Sunday's string of 10 autotests on industrial premises at Brighouse, there was no-one in a position to challenge the YSCC, even though their captain, Gordon Chippendale, retired early with mechanical trouble. YSCC finished the season winning a total of £70 followed by Huddersfield MC and Ilkley and District MC on £40 each.

All the top 10 clubs were represented at the tests and the best of the 53 individual entries—by virtue of winning his class by the largest margin—was Bob Needham of Sheffield and Hallamshire in a 998 cc Mini. Ilkley were the best club of the day, scoring 352 points, but they could not improve on their third place in the league behind Huddersfield.

Final league positions: 1, YSCC, 3,066 pts; 2, Huddersfield, 2,713; 3, Ilkley, 2,565; 4, Trackrod, 2,220; 5, BARC, 2,130; 6, Sheffield and Hallamshire, 2,054; 7, One Eleven, 1,338; 8, David Brown, 975; 9, North Humberside, 909; 10, York, 907.

Class winners at the autotests were: Bob Needham (998 Mini), 481.2 s; Peter Ballance (1340 Mini), 455.3 s; Norman Milligan (Imp), 555.4 s; Ian Hardy (MGB GT), 510 s; Paul Swift (VW 1300), 489.4 s. Second class awards: David Roberts (1275 GT), 461.4 s, and Mike Allan (Datsun 100A), 511.2 s.

HALEWOOD RALLY

Davies by 37 s

Despite the counter attraction of the RAC Rally 69 crews turned up for the Halewood Rally, organised recently by the Welsh Counties CC, the rally counting towards the Welsh Rally Championship. Winner, by a margin of only 37 s was Roger Davies who took along John Morgan in their Escort RS and they dropped 31 m 50 s on the 180-mile route all on OS 139. Davies/Morgan were fastest on both selectives though at the half-way halt they were only lying second.

Halfway placing saw Wynne Jones/Clive Power leading in their Cooper S by 18 s but they had a poor second half and dropped to fourth some 5 m down. A good run was that of the south western crew Terry Nicholas/Rich Winter who brought their Escort 1700 through to second after not being in the first three at the halfway halt.

Strong contenders for a top place in the Welsh Championship Bryan Thomas/Derek Tucker were third at the break with their Escort RS but then fell from grace midway through the second half while Bob Bennett retired his BMW when Richard Lewis became ill and Gareth Jones did not feature at all in his Escort.

Overall: 1, R. Davies/J. Morgan (Escort), 31 m 50 s; 2, T. Nicholas/R. Winter (Escort), 32 m 27 s; 3, L. Jones/C. Bevab (Escort), 36 m 31 s; 4, W. Jones/C. Power (Cooper S), 36 m 32 s; 5, D. Owens/K. Devonald (Mexico), 38 m 34 s; 6, C. Beddow/D. Osborne (Cooper S), 39 m 40 s. Class winners: Beddow, J. Wilbraham/A. Mincher (Escort), 55 m 24 s; M. Jones/B. Hemmings (Mini), 68 m 50 s.

• Tavistock & District MC's sporting trial recently was won and lost on the last of the 22 sections. Harry Hobbs had been leading by three marks in his Special but he dropped 11 marks on the last one at Littery Down, Chilhamton, and through to take the event came Roy Wakeham in his Special with a total of 72 marks. Third was Tony Breener in another Ford-engined Special.

WHITSEND RALLY

Barter/Kirkham miss hat-trick

An uncharacteristic wrong route on a special stage on the Sunday morning cost John Barter/Dave Kirkham the chance of making it a hat-trick of wins recently on the Bexley LCC's annual Uniflo Whitsend Rally. Although they dropped only 5 m on the road to lead by a minute, their error dropped them

Sports extra

JOHNSON TRIAL

Reg Allen scores narrow victory on easy course

That enthusiastic band, the Peterborough MC, attracted a field of 20 to their alternative Great Weldon site to compete for the Johnson Cup Sporting Trial. In a relaxed atmosphere both competitors and marshals alike enjoyed every moment to the full, although the latter left immediately after the event to marshal an evening stage of the RAC Rally which passed nearby! Once again the trial was a triumph for the Allen family, Reg taking the "communal" Kincraft to a narrow victory. The eight sections were laid out over a compact wooded site and were destined to be attempted four times during the day, no break for lunch being taken. With dry conditions prevailing the course was of an easy nature although where possible gradient and camber were the means used to bring drivers to a standstill rather than ultra tight posting.

Small though the entry was it contained most of the main Midland contenders with the notable exception of Jack Pearce who elected to undertake the long journey south in search of RAC Championship points, both trials counting towards the Semperit/BTRDA Championship. Geoff Wallis made a tentative debut in his newly acquired ex-Bertie Sayers Aberties, finding driving rather more taxing than marshalling but having the satisfaction of clearing a couple of hills during the day.

With low scores the rule rather than the exception each mistake losing the drivers precious points which could not be regained as is possible under more treacherous conditions. From the outset Reg Allen staked his claim to ultimate victory striking only one spot of difficulty on the opening round to lose only three points. In second place came the Cannon of Ralph Needham who was finding precision driving very much to his liking with the Dryad of Ivor Portlock two points in arrears. Bob Dayson (Cougar) and Bill Evans

Mike Smallwood was in trouble with a split water pipe in the Johnson Cup trial.



(Beva) shared fourth spot with 11 to their detriment. Mike Smallwood was in trouble with a split which developed in the water pipe connecting the front-mounted engine of the Delta with its rear-mounted radiator. Engineering of the "wire and string" variety saw him back in the fray after some delay, although his failure to attempt one of the hills in its original form cost him a dozen marks.

The loss of only four further marks during the second tour kept Allen in a one point lead over Needham with Portlock by no means out of contention still only two marks astray. A brilliant second round by Bill Warr in the Warr IV brought him into fourth spot with the same score of 14 against him as he had acquired during the opening round. Had his engine not stalled upon him on two occasions early in the day he would undoubtedly have won the trial with a clean sheet!

By the start of the third round the pressure was really on but Reg Allen had the Kincraft well in hand to add but one to his accumulated score. A couple of mistakes by Ralph Needham dropped him a couple of places to the profit of Portlock and Warr. Some way behind this leading quartet (if you can call four points a distance) John Fack had clearly sorted the rear end of the Cannon to good effect to hold fifth place jointly with Evans whilst Lol Hurt was finding the abundance of grip an embarrassment having lost 27 marks during the day to hold a lowly seventh spot. Bill Warr produced another clear round.

Already sidelined was Alan Bush (Ford Special) with a broken halfshaft while David Moore was destined to join him shortly when the power of the Moskvich engine proved too much for the differential in his Cannon. No less than five drivers turned in clear rounds on the final tour, Messrs Portlock, Ray Hatton (Harford), John Fack, Allen and, of course, Warr. Tony Mace had one of his best days to date in the Edford and it may be of some consolation to Brunning and Piddock who wrote to this paper recently to learn that at no time did any driver lift more than one wheel on a section!

GEOFF HERRINGTON

R. Allen (1.5 Kincraft/Renault), 8 pts; I. Portlock (1.3 Dryad/BMC), 11 pts; B. Warr (1.5 Warr IV/Renault), 14 pts; R. Needham (1.3 Cannon/BMC), 21 pts; J. Fack (1.3 Cannon/BMC), 21 pts; B. Evans (1.3 Beva/BMC), 22 pts.

Tough Druidale

Ian Corkill/Martin Wasley (1.6 Ford Escort TC) won the very rough, tough, Druidale MC's Edwin Inston Memorial Rally in the Isle of Man on the weekend of November 10/11, and in doing so were only one of two crews to finish without a fail dropping 545 marks, compared with 802 of runners-up Ian Mellor/Boyd Walker (1.6 Ford Escort Mexico). In third place were Haydn Minay/John Brown (1.6 Ford Escort TC) with 717 penalties and one fail.

There were only seven finishers in this non-championship event, and the most notable retirement were Chris Kennaugh/John Dodsworth who knocked the filter bowl off their 1.6 Ford Escort RS whilst in the lead at TC16 at Glen Rushen. After the demise of this pair Corkill/Wasley were untouchable on the rest of the selectives, the meat of the rally being contained in the 10 selectives.

1. R. I. Corkill/M. Wasley (1.6 Ford Escort TC), 545; 2. I. Mellor/B. Walker (1.6 Ford Escort Mexico), 802; 3. W. H. Minay/J. Brown (1.6 Ford Escort TC), 717, 1F; 4. B. Harrison/N. Quayle (1.3 Mini-Cooper S), 1,290, 1F; 5. B. Evans/S. Quayle (1.6 Ford Escort GT), 3,594, 1F; 6. S. Cornish/R. Taubman (1.5 Mk 1 Ford Cortina GT), 1,642, 3F.

Worthwhile journey

Isle of Wight competitors Michael Davidson and Terry Weaver rounded off a more than 1,000 mile trip to the mainland during October 27/28th by taking first prize on the Maidstone & Mid Kent MC's Grasshopper Rally. Davidson and Weaver, who travelled down to the Grasshopper after doing the Hercock-Simpson, finished the all stage event more than two minutes ahead of the field of 95 crews, their total time being 10 m 47s.

The 200 mile route in Norfolk, Essex and Kent included 15 stages and the longest of these, both of six miles, were in Rendlesham and Tunstall. In an event which proved to be a Ford benefit Alan Reeves/Norman Ward brought their RS 2000 home in second place on 12 m 53 s with Mike Greenland and John Dalpra (Escort TC) third. Only 15 s separated the next three crews Martin Kelly/Tom Thompson (RS 1600) being the best Maidstone & Mid Kent crew.

Overall: 1. M. Davidson/T. Weaver (Escort TC), 10 m 47 s; 2. A. Reeves/N. Ward (RS 2000), 12 m 53 s; 3. M. Greenland/J. Dalpra (Escort TC), 13 m 24 s; 4. M. Kelly/T. Thompson (RS 1600), 14 m 20 s; 5. N. Williams/M. Siviyor (Escort TC), 14 m 28 s; 6. J. Payne-Benstead/R. Young (Mexico), 14 m 35 s.

Land-Rover activity

Peak and Dukeries Land-Rover Club used the Butts scramble course near Ashover, Derbyshire, recently for the final Land-Rover trial of the season. The event, over 24 sections, produced an overall winner in David Baxter from Sheffield in his Series I who dropped 26 marks, the Series II class went to Mike Smith from Birmingham on 68 marks and the best novice was Ian Jeffery from Belper, also in a Series I, again on 68 marks. On Sunday the same three drivers again took the honours on the two mile cross country route which included four tests.

New sprint series

It seems possible that the BARC will be hosting a new sprint championship in 1974. At a BARC centre committee meeting, it was decided that the series should be organised and although the Surrey and North Thames centres were the only ones to already hold a close connection with sprinting, the other centres of Bristol and Bath, East Midlands, North Western and South Eastern are all investigating possible venues.

Sports extra

RALLYCROSS

Great prospects for new season

Next year's European Rallycross series looks like being the best and easily the richest Rallycross championship ever held in either this country or the Continent. WD&HOWILLS will again be sponsoring the Embassy European Rallycross Championship, and as in this year's series, the Thames Estuary AC will again be organising the British end of things. Prize money is increased per meeting, the top 10 finishers now sharing £650, an increase of £150. The leading 10 points scorers at the end of the series will share £2,500, this being an increase of £500.

There will now be eight rounds, Finland and France being the additions to the list of venues. The complete list of dates are as follows: May 12, Austria; May 19, Sweden; June 2, Germany; June 9, Finland; June 23, Belgium; July 14 or 28, France; September 1, Holland; September 14, Britain; November 2, Britain.

Under FIA status, the 1974 series looks like attracting an even better entry than we have seen this year. The factory teams will again be represented, with the 1973 champion John Taylor, again driving an Escort, for Haynes of Maidstone, while Stormont will again be represented by Rod Chapman and Ron Douglas. The latter has additional sponsorship from the Dutch Samson tobacco concern. Daf will be using the 66 model to house the BDA engines for Jan and Harry de Rooy who have really hit a winning streak at recent meetings. TEAC hope to organise a couple more rallycrosses before the end of



John Taylor will be defending his Wills Embassy title in the new season for Ford.

this winter and the Dutch team will be participating in these.

The works Saab team of Stig Blomqvist and Per Eklund have been most consistent and really spectacular this season and it is hoped that they will be seen again as well as David Preece who plans to run a Saab next year. However, after a rather disappointing season with Preece, Hugh Wheldon and Nick and Judith Jesty, it seems that British Leyland

International won't be seen in Europe, although BL will be represented by their Special Tuning Division which are at present developing their Rover V8-engined Morris Marina. Wheldon is now looking for a sponsor for next year, the popular Suffolk driver not yet having decided on the marque, while Jesty will be racing "something different." It's really going to be a competitive and exciting series.

DRAG NEWS...

First joint series for 1974

● Winning all six rounds in his Lotus 7 Middle Street car, newcomer Brian Bucknall took the NDRC championship and the VW Beetle presented by the Skilton Motor group, and now plans to move up to something faster in Senior or Top Street for the 1974 season. Close behind with 56 points to the winning 60 was Robin Tallis in his Junior Street Mini, more of which later.

Other class winners were as follows:

Top Fuel: Clive Skilton, 50; Top Drag: Ray Hoare, 46; Snr Drag: John Whitmore, 16; Mid Drag: Gerry Cookson, 50; Jun Drag: Ken Penfold, 40; Top Comp: Fred Whittle, 26; Snr Comp: Dick Sharpe, 23; Mid Comp: Dick Fielding, 29; Jun Comp: N. Conrad, 10; Pro Stock: Gary Goggin, 30; Top Street: Ivan Fryer, 26; Senior Street: Bob Oram, 40.

● Failing to sign on at the start of the season cost Bucknall the Castrol/RAC championship, the £250 going to Robin Tallis's quick Mini. Next year, Robin plans to have a full race 140 bhp motor in his spectacularly fast Mini.

Losing out through his final round defeat was Clive Skilton, who had won all five rounds up to that point, and stood to take first prize. But Dennis Priddle stopped all that, and Clive had to be content with 50 to Tallis's 56. With less than the minimum five runners in Top Fuel, the runner-up spot was not awarded any points. Third was Bob Oram with 50 in his Jaguar E-type and then came:

4. Gerry Cookson, 46; 5. Ray Hoare, 36; 6. Eddy Shaver, 36; 7. Gary Goggin, 30; 8. Team "Midas Mist," 29; 9. Team "Stripteaser," 26; 10. Fred Whittle, 26.

● Next year the sport takes a giant step forward with the first joint championship to be run. Considerable discussions and debate have been going on to come up with fairer rules, and one result of this is that none of the

rounds will be at International events, when the Swedish entries (who do not normally conform exactly to the British rules), have made a habit of winning valuable points. With drag racing still comparatively new in Europe, a common set of rules is still some way in the future, though moves are being made in this direction.

With a total prize fund of £2,050, the Castrol/RAC Championship will be held over eight rounds as follows.

March 24: Santa Pod, BDR & HRA; April 7: Blackbushe, NDRC; May 12: Blackbushe, NDRC; May 27: Santa Pod, BDR & HRA; June 2: Fulbeck, NDRC; July 21: To be announced, BDR & HRA; August 26: Santa Pod BDR & HRA; September 29: Blackbushe, NDRC.

The winner will receive £700 and a Castrol trophy as well as the RAC one, whilst the prize fund goes down to £40 at 10th position. Castrol will also be running a £500 motorcycle championship at six events.

● Although the rain stopped any chance of them really trying the car out, the Page brothers ran their 427 Chev/Fiat at the last meeting with a borrowed tunnel-ram and twin Holley set-up in place of their regular single Dominator. On Saturday, Clive Page, driving for the first time in some while, managed a near-best 9.9 s, but really surprised himself and the rest of the team by getting up to 146 mph, near 10 mph faster than before. The following day he spun the car completely around on the burn-out in the rain, and on the run only shut off after coming dangerously close to both fences as the car crossed lanes. With bigger tyres, the team are looking to get down to low nines with the car next year, staying on petrol and carburation for the foreseeable future.

● One of Pages' main rivals has been the Dick Sharpe A35 Pontiac, and after a very successful meeting that netted a best of 11.0 s, it is ironic that they should have blown the engine up in a private testing session last week after it had been the

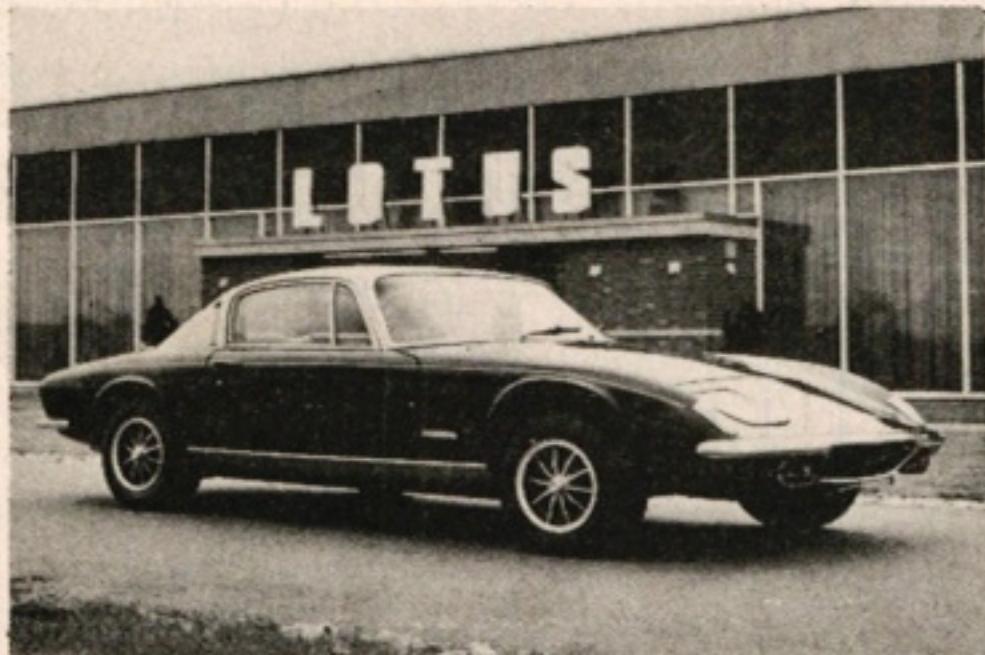
model of reliability all year. Sharpe will probably stay with another 421 Pontiac motor, having already planned on fitting it with aluminium rods and new pistons.

● Aiming at the very promising Top dragster class next year, the Stone Racing team plan to take the blown Chevrolet engine out of the recently acquired ex-Bennet dragster and drop in their very successful all aluminium 440 engine from "Tee Rat." Jumping straight in against Priddle, Skilton and all in a blown fueller might be a bit much for their first attempt but they should be in a very strong position in the injected fuel class with their proven ability at running such a set-up. The blown engine will go into the Altered, which again is a known quantity as far as the chassis goes. All of which makes it that much harder for Phil Elson to close the gap between them in his blown Chrysler car.

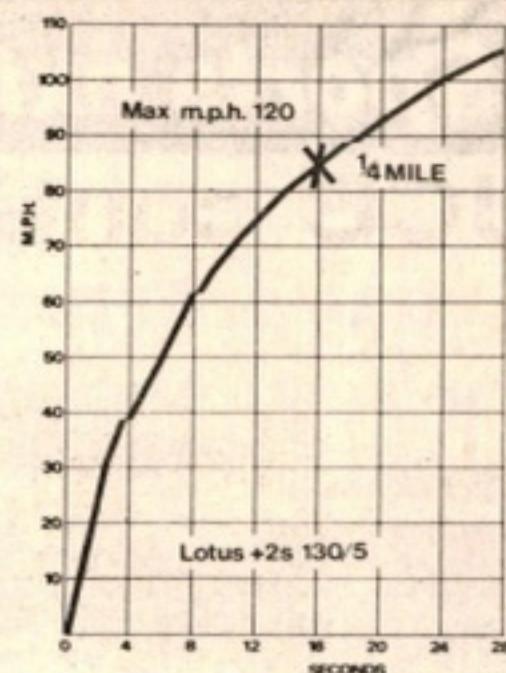
● Also switching to this class are the "Oblivion" team, who got their injected 283 Avenger down to 10.9 s this year. They have sold the car and are well into the construction of a rear engined 427 powered dragster with Crower injection, roller cam and Crower-glide slipper clutch. Aiming at running as high as 80 per cent, they are looking for low 8s.

● Roz Prior is taking steps to keep abreast of the competition with a complete rebuild of what has proved to be a rather secondhand motor, and her 427 will also have a roller cam, the flat tappet one having lost a couple of lobes during the last few meetings.

● Three of the leading Pro Stock cars are currently up for sale; Kevin Pilling's STP-winning Camaro, Pete Bennet's Nova and Tony Dickson's Camaro all offering a good start to the sport for an enthusiastic newcomer with a grudge against the rubber companies. Providing the sales go through, all three should be out in new cars next year, though plans are not yet finalised.



SPECIFICATION AND PERFORMANCE DATA
 Car tested: Lotus +2s 130/5 fixed-head coupé.
 Engine: Four cylinders 86.2 mm x 72.8 mm (1558 cc). Compression ratio, 10.3 to 1. 126 bhp (net) at 6500 rpm. Twin chain-driven overhead camshafts. Two twin-choke Dellorto carburettors.
 Transmission: Single dry plate clutch, 5-speed all-synchromesh gearbox with central change, ratios 0.8, 1.0, 1.37, 2.0 and 3.2 to 1. Hypoid final drive, ratio 3.77 to 1.
 Chassis: Steel backbone chassis with glassfibre body. Independent front suspension by wishbones, coil springs, and anti-roll bar. Rack and pinion steering. Independent rear suspension by struts and lower quadrilateral links with coil springs. Telescopic dampers all round. Servo-assisted disc brakes on all wheels. Knock-on ventilated disc wheels fitted 165-13 radial ply tyres.
 Equipment: 12-volt lighting and starting with alternator. Speedometer. Rev-counter. Voltmeter. Fuel, oil pressure, water and ambient temperature gauges. Clock. Heating, demisting, and windscreen wipers and washers. Flashing direction indicators. Reversing lights. Radio (extra).
 Dimensions: Wheelbase, 8ft. Track (front), 4ft 6in, (rear), 4ft 7in. Overall length, 14ft. Width, 5ft 3.5in. Weight, 17½ cwt.
 Performance: Maximum speed, 120 mph (4th or 5th gear). Speeds in gears: Third, 89 mph. Second, 62 mph. First, 38 mph. Standing quarter-mile, 16.0 s. Acceleration: 0-30 mph, 2.6 s. 0-50 mph, 5.9 s. 0-60 mph, 7.3 s. 0-80 mph, 13.8 s. 0-100 mph, 24.0 s.
 Fuel Consumption: 24 to 30 mpg.



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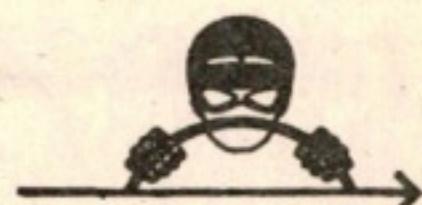
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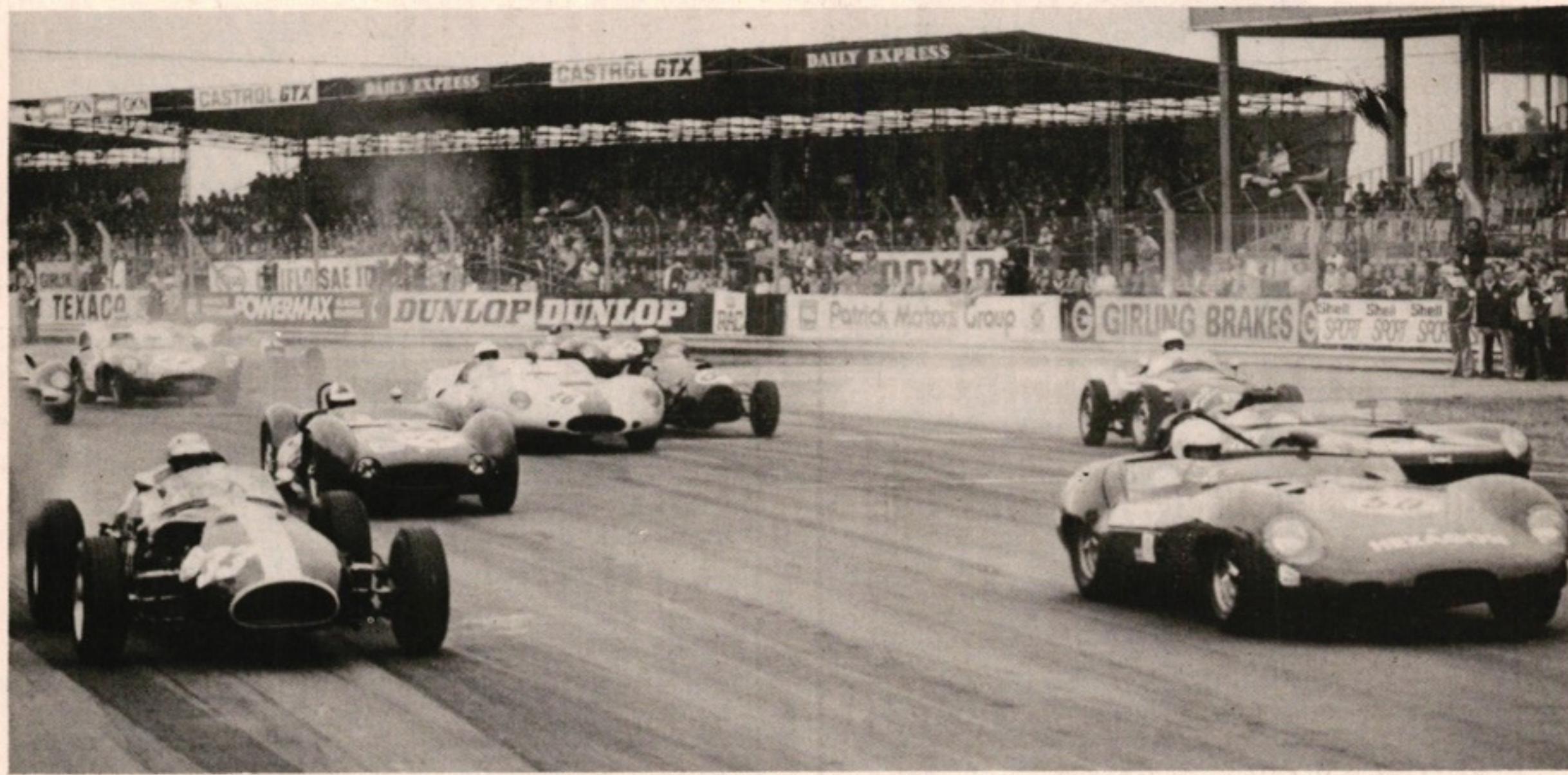
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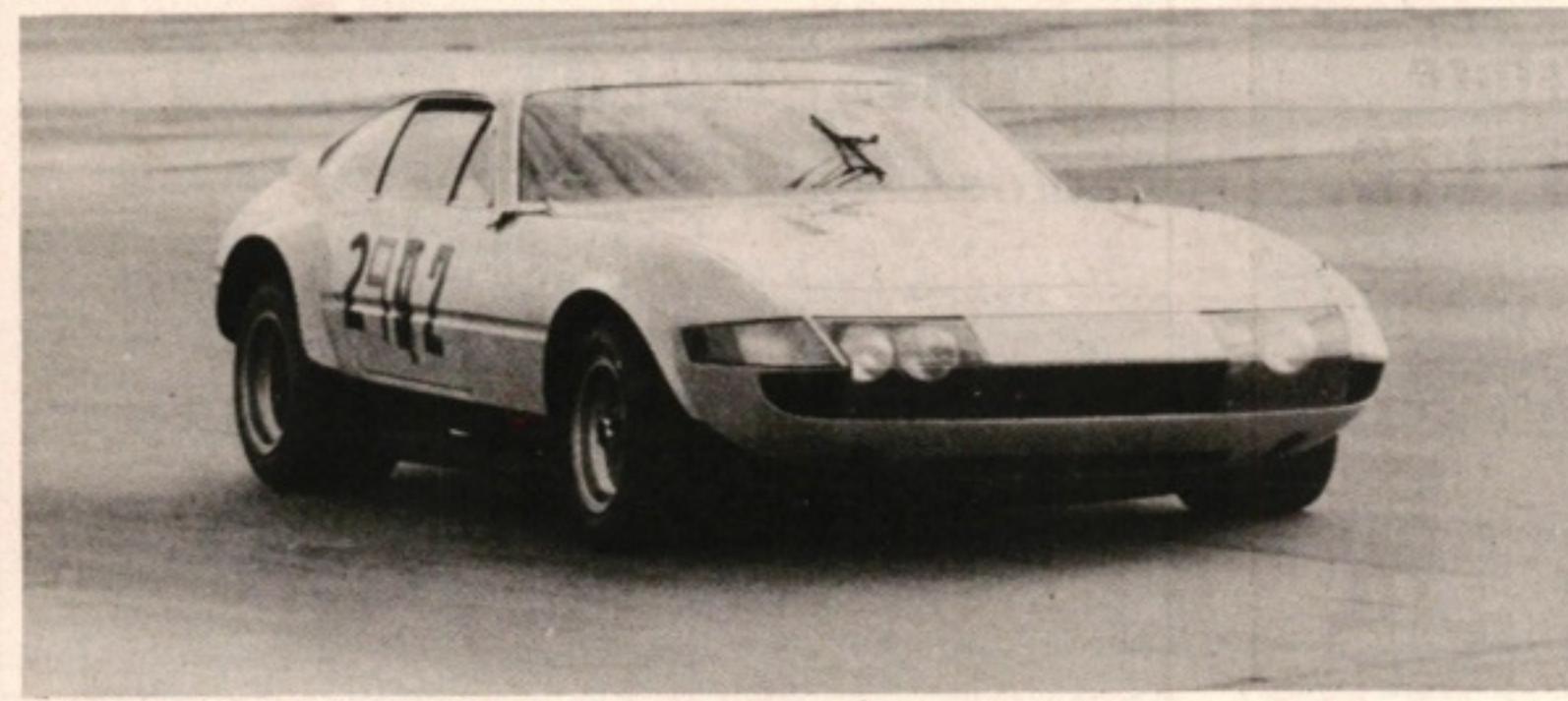


Sports extra

JCB continue historic championship support



Anthony Bamford last week announced JCB's continued sponsorship of the very popular and successful historic championship, organised by Speed Merchants. In the above pictures, large crowds see the start of a Silverstone round with 1973 champion Neil Corner on the left in his Aston DBR4.



Robbie Gordon's delightful Ferrari Daytona won its class.

SILVERSTONE

Render beats the sports cars

Third in the Silverstone Sprint Championship series, the Herts County Auto and Aero Club Sprint on the club circuit again gave both veteran sprinters and novice would-be racers a thoroughly good day out. The anomaly mentioned the previous week repeated itself with the highest points scorer in the championship being a road-going class runner but in a racing Mini taxed and road-equipped specially for the events, arriving on a trailer. A pity, this, as the regulations have satisfactorily remained loose for a long time but will have to be tightened up in future to avoid

genuine road-car owners being discouraged from entering.

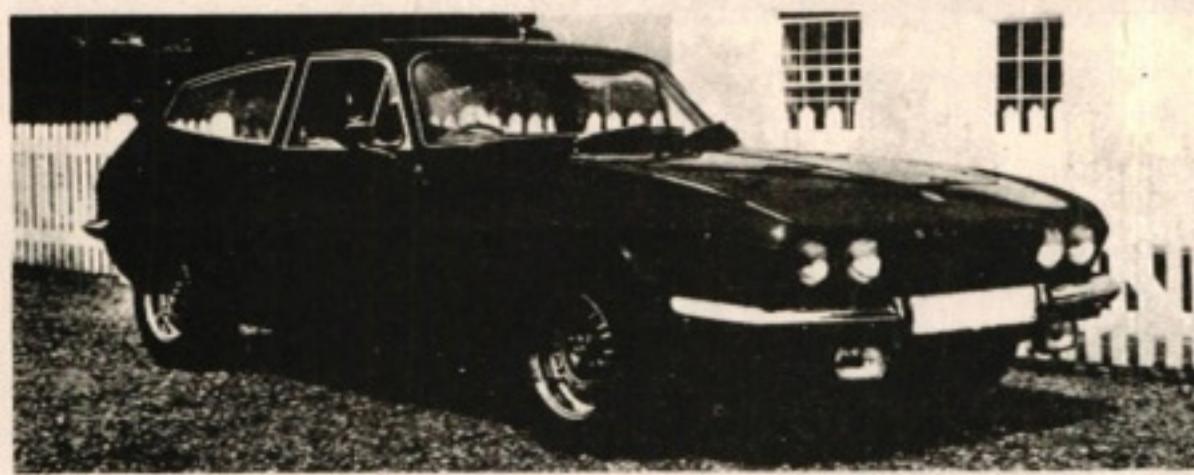
The BTD battle of the week before was repeated again but this time Frank Aston's Gropo and John Corfield's Martin had to contend with the delightful Brabham BT29X Vegantune recently bought by David Render from hillclimber Spencer Elton. David pushed this car round in 2 m 10 s for the one-standing-one-flying laps, beating Corfield by 1 s with Aston another half-second behind. Malcolm Allen's Mini took the smallest road-going saloon class again but by a smaller margin than in previous weeks, still with a substantial points lead in the class which may well gain him the overall championship. The other standard saloon classes went to Ian Richardson's Cooper and Graham Ayris' 3-litre Capri. Colin Rogers' very rapid 1-litre racing Cooper S recorded 2 m 32 s to win its class, quite a bit slower than the week

before. In the series he is only a fraction of a point ahead of Roger Harris's extraordinary Vitesse which goes remarkably well against 3-litre Capris and, through running in all the events so far, has gained an excellent score.

Top scorer in the Production Sports Car class is again Brian Tavender's G15 Ginetta but Brian has had the rather devastating experience of finding another Imp-powered device in his class beating him by nearly 5 s. Although, to be fair, Brian was slower than usual this week, which left Alan Bishop's Davrian a very comfortable class winner. Very close behind Brian on points is Paul Berman's dainty Elan Sprint. Paul was substantially faster than the other Elans in his class this time and, in fact, Bob Brewer's TVR Vixen romped round to second place to break up the Elan domination.

The other Elans battled mightily with but a second covering the three striving for third place. Russ Ward's hillclimb Sprite scraped home just a second ahead of Peter Winter's likewise 1300 cc powered MG. Mike Overton's Marcos had Cyril Baxter's similar car to contend with in his class, Mike being substantially faster on the second runs. The finest sight of all, however, was Robbie Gordon's superb Ferrari Daytona bellowing round to a tremendous 2 m 16.2 s which has effectively set a class bogey far beyond the reach of ordinary mortals for the next few years! John Corfield's Martin kept Aston's Gropo at bay again and added to his score which is now second only to Allen's Mini but had the surprise from David Render's resounding BTD which puts David well ahead in his championship class on points.

Class winners: M. Allen (1.0 Cooper), 2 m 50.6 s; I. Richardson (Mini-Cooper), 2 m 47.8 s; G. Ayris (Triumph Vitesse), 2 m 46.2 s; C. Rogers (1.0 Mini-Cooper S), 2 m 32.0 s; T. Clark (Mini-Cooper S), 2 m 29.6 s; C. Hill (Ford Anglia), 2 m 26.4 s; A. Bishop (Davrian Imp), 2 m 31.4 s; P. Berman (Lotus Elan), 2 m 32.6 s; P. Channon (AC Cobra), 2 m 30.2 s; R. Ward (A-H Sprite), 2 m 31.6 s; M. Overton (Marcos), 2 m 24.4 s; R. Gordon (Ferrari Daytona), 2 m 16.2 s; J. Chilton (Elva Mk 1), 2 m 46.8 s; J. Corfield (Martin BM10), 2 m 11.0 s; N. Hutchins (Mallock U2 Mk 8), 2 m 30.4 s; J. Frampton (Terrapin Mk 1), 2 m 24.2 s.



Specification and Performance Data

Car tested: Reliant Scimitar estate car with two doors and tail-gate.

Engine: V6 93.7 mm x 72.4 mm (2994 cc); compression ratio, 8.9 to 1; 135 bhp (net) at 5500 rpm; pushrod-operated overhead valves; Weber twin-choke downdraught carburettor.

Transmission: Single dry plate clutch; four-speed all-synchro-mesh gearbox with central change, ratios 1.0, 1.41, 2.21, and 3.06 to 1; Laycock overdrive, ratio 0.82 to 1; Hypoid rear axle, ratio 3.31 to 1.

Chassis: Box-section steel frame and glassfibre body; independent front suspension by wishbones and coil springs with anti-roll bar; rack and pinion steering; live rear axle on twin pairs of trailing arms, Watt's linkage, and coil springs; telescopic dampers all round; Girling servo-assisted disc front and drum rear brakes; bolt-on wheels fitted 185 SR 14 radial ply tyres.

Equipment: 12-volt lighting and starting with alternator; speedometer; rev counter; voltmeter; oil pressure, water temperature, and fuel gauges; heating, demisting, and ventilation system with electrically heated rear window; 2-speed windscreen wipers, and washers, on windscreen and rear window; flashing direction indicators; reversing lamps; cigar lighter.

Dimensions: Wheelbase 8 ft 3 in; track (front) 4 ft 7.6 in, (rear) 4 ft 5.3 in; overall length 14 ft 2 in; width 5 ft 6 in; weight 1 ton 2 cwt 80 lb.

Performance: Maximum speed (direct top) 120 mph. Speeds in gears; overdrive top 107 mph; overdrive third 105 mph; third 93 mph; second 60 mph; first 42 mph. Standing quarter-mile, 16.6 s. Acceleration: 0-30 mph 3.0 s, 0-50 mph 7.1 s, 0-60 mph 9.3 s, 0-80 mph 16.8 s, 0-100 mph 25.5 s.

Fuel consumption: 19 to 25 mpg.

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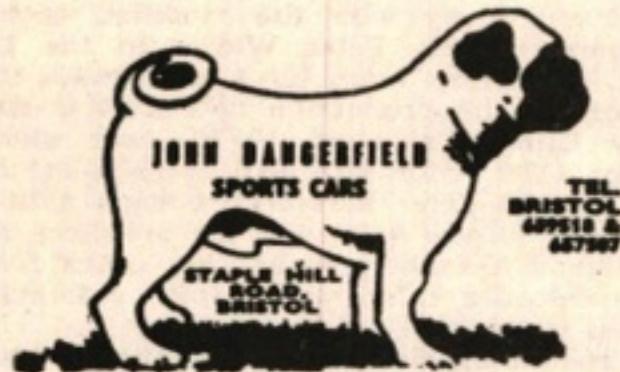
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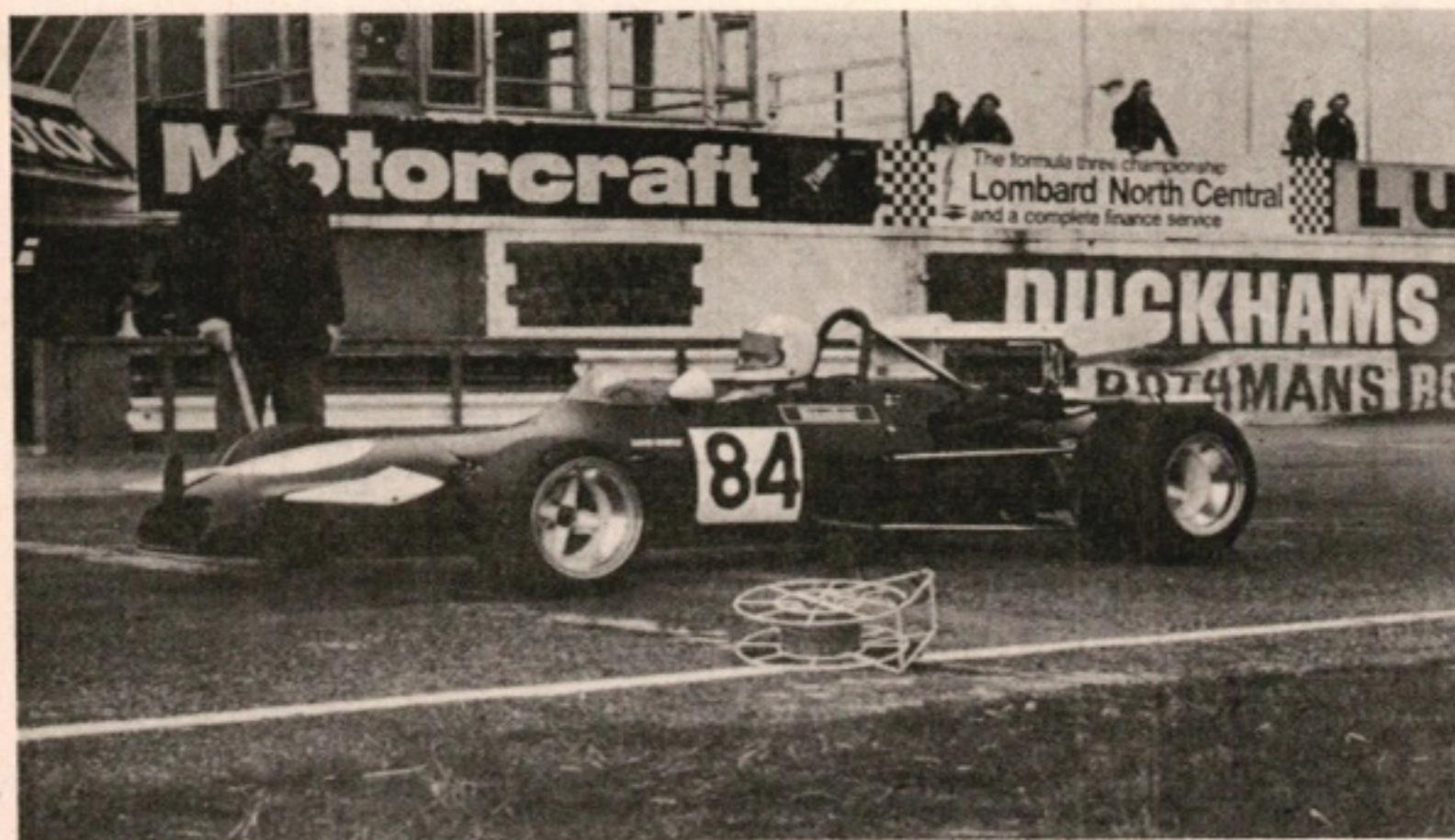
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SNETTERTON

Battle of the Davids



David Render leaves the Snetterton line with his Brabham BT29, on his way to BTD.

Novice's series

At Silverstone during 1973 the Vandervell Award for Novice Drivers has been run for the second year in succession. A few changes were made to the points scoring system from last year to equalise placings in, say, an FF race and the big class in a clubbie sportscar race with only two starters. Vandervell are, with reservations, pleased with the way things have gone and will continue with the championship next year, but in common with so many championships it has been difficult to arouse the interests of all those eligible competitors whom the series is for—and it costs nothing to enter.

Points were scored at every Silverstone race during the year on either club or Grand Prix circuit by any holder of a restricted licence on January 1 at the rate of 8-6-4-2 in a class of under 10 starters or 12-9-6-3-2-1 for a race of over 10 starters.

This year it was Formula Ford which produced a convincing winner in the form of David Heale. David, a 26-year-old haulage contractor from Wallingford, started motor racing in 1971 with a Cooper S, doing four races before deciding that saloon car racing was not for him. A new Dulon LD9 was ordered in 1972 and David spent the year acclimatising himself to the car in private practice sessions before launching his effort in 1973. In all David drove in 30 races and scored many good places but incredibly has yet to win a race despite leading one from the start until the last corner only to have Alo Lawler nip past at the flag. The most memorable meeting for David was undoubtedly the Bank Holiday Silverstone when he finished second to Derek Lawrence in his heat and third to Lawrence and Donald MacLeod in the final—a fine effort in such distinguished company. Next year David is sticking with FF (probably with the Dulon) and may also contest some FSV races.

The best battle was for second place between two British Leyland employees from Longbridge. Eventually the place just went to 20-year-old student apprentice Mike Donovan. In between attending Aston University Mike has found time to maintain his modsports MG Midget. The car is the ex-John Northcroft

machine with short stroke engine, plastic bodywork, rose jointed suspension, etc. Following some sprints at the end of 1972 Mike then started racing and picked up four wins, seven seconds, two thirds and a fifth from 15 starts (allegedly breaking even financially on the season) which included a few close battles with recognised 1150 Spridget ace Andy Bailey. Mike intends to carry on with the same car next year.

Mike's adversary for second place was BL Research and Development engineer Charles Bernstein. Charles has dabbled in building up various cars in the past but at 26 he made a relatively late entry into racing with his flawless 850 Mini ("Stein-Whine"). Charles completely built the car himself (girlfriend Sandy giving it the final polish). Complete with short stroke engine (sleeved down 970 "S"), 8 port head and every conceivable tweak. Charlie drove in 10 races (retiring with broken pistons twice) and it is therefore much to his credit that he collected so many points and also third in class in the Esso Uniflo championship. Charles will be continuing with the same car next year which will no doubt have undergone some further development and be just as immaculately turned out.

It was another modsports Spridget driver who completed the top four—David Beresford, the 22-year-old brother of demon FF Palliser driver Ian. David, who is a builder and garage proprietor from Chesterfield in Derbyshire, spent the season campaigning his short stroke engined car and picked up places consistently especially at the beginning of the season. David intends to stay with modsports next year but is hoping to acquire a new 1300 Midget. Last money winner this year was Tim Gath who did well to collect so many points as he did with his F1200 U2 from a small number of outings.

The scheme has now produced 10 prize-winners in its two years and hopefully we will see the names Heale, Donovan, Bernstein, Beresford, Gath and Doug Bassett, Andy Bailey and Trevor Cook from last year appearing in results of major races in the near future—then the true value of the Vandervell scheme will be appreciated.

1. David Heale, 68 pts; 2. Mike Donovan, 56 pts; 3. Charles Bernstein, 52 pts; 4. David Beresford, 32 pts; 5. Tim Gath, 27 pts.

The battle of the Davids on Sunday at Snetterton went the way of Mr Render whose beautiful little Brabham BT29 pipped Mr Orbell's clubmen's U2 to BTD at Cambridge CC's sprint meeting by just 0.4 s. In bright sunshine the Cambridge club managed to squeeze in a third run for the 80 or so competitors before nightfall at the risk of the hardy marshals suffering frostbite in various extremities, for the circuit was again swept by arctic wind.

The 850 cc modified saloon class was the first to be let out for their runs over the 2.4 mile course which started opposite the pits and terminated on the exit from Coram. No one could really challenge Bernie Tester whose runs all day hovered around the 116 s mark, his class winning run of 115.5 s taking the all-Mini category from "Big" Dick Adams by nearly 2 s. The 1 litre class was also an all-Mini affair the shared car of Duncan Kirk and Alan Smith took first and second places, Kirk with a best time of 116.5 s and Smith a further 1.3 s behind. Other shared vehicles were less fortunate—the Chris Bates/David Jacob Mini was shunted in practice—while the autocross car of Barry Crump/Alan Davis headed for its natural element at the Esses on the first of the afternoon's runs with rather dire results. After a disastrous first run Jon Mowatt wound his Cooper S to a 5 s win in the 1300 cc class ahead of Terry Wakelin's Mini which improved by half a second a run during the day. Norman Terry (Cooper) stole third from Autocross driver Graham Hathaway's Escort TC with a very fast final run in the gathering gloom. Large saloons were few and Dick Talbot cleaned up the class in the Safety Fast Escort RS1600.

A Capri 3000 duel featured in the production saloon class with Graham Ayris managing to keep his Capri about 1 s ahead of that of John Cox. Bert Wood was not that far adrift in his 2 litre BMW while Steve Gilby's Mexico performance was excellent as he fought off the challenge of similarly mounted Mike Potts. The smallest-engined car in the class convincingly won the modified sports car award, namely Peter Winter in the 1.3 Midget. Towering over its rivals (even the Morgans) in the production sports class was Antony Clinkard's Alvis 12/70—how about that for G3? After two earlier runs in the 109 s bracket Peter Berman produced a final run of 161 s, nuff said, and his problems let in Raymond Kershberg in another Lotus Elan who produced a third run of 109.1 s to take the class by just 0.1 s.

The remaining class was very much a libre affair with Render (Brabham), Orbell (U2) and the PMF-BDA of Peter Fisk and Thomas Round vying for BTD. Orbell set the pace in practice but Render's first run in the BDA engined Brabham of 97.0 s proved to be enough although both his and Orbell's efforts to warm up their cars' slicks before runs two and three would have warmed the crowd at Santa Pod let alone the few Snetterton spectators. Indeed Orbell's efforts almost paid off as he reduced the gap to 0.4 s after a fine second run. The PMF took the next two places but could not break the 100 s barrier.

MIKE DIXON

BTD : David Render (1.6 Brabham-Vegantune BT29X-BDA), 97.0 s.
Class Winners : Bernard Tester (850 Mini), 115.5 s; Duncan Kirk (1.0 BLMC Mini), 116.5 s; Jon Mowatt (1.3 BLMC Cooper S), 103.1 s; Dick Talbot (1.6 Ford Escort RS1600), 110.1 s; Graham Ayris (3.0 Ford Capri 3000GT), 114.7 s; Peter Winter (1.3 MG Midget), 108.9 s; Raymond Kershberg (1.6 Lotus Elan), 109.1 s; David Orbell (1.6 U2 Mk 11B), 97.4 s.

● Lorina Boughton, driving boyfriend Jerry Gambs' F3 GRD 373, has won the British Woman Racing Drivers Club championship for 1973. She scored 35 points to Pauline Richardson's 19, the latter driving a Mini.

Miss Boughton's points have been amassed in Formule Libre races in which she has nearly always finished in the top half dozen. Plans for next season are already well under way for a serious championship bid in a single seater Formula, but not Formula Ford.

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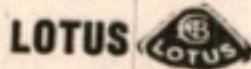
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PS. No one seems to have done anything of note this week, so may we just mention that we still have "the paralytic" Ivan Dutton's double championship winning Escort Sport and the ex-Broadspeed 1972 championship winning Mexico in stock.

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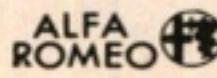
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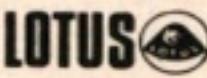
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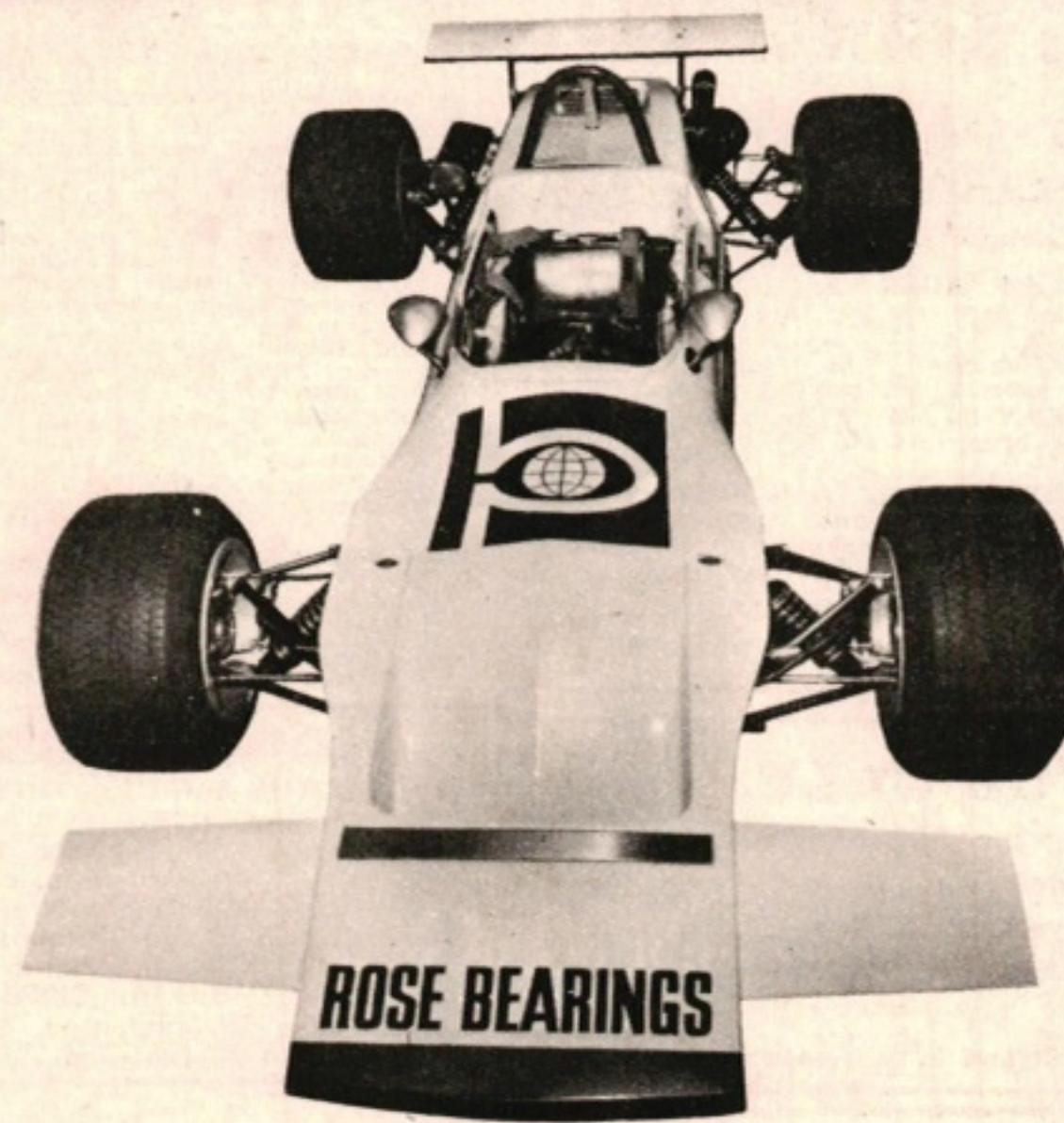
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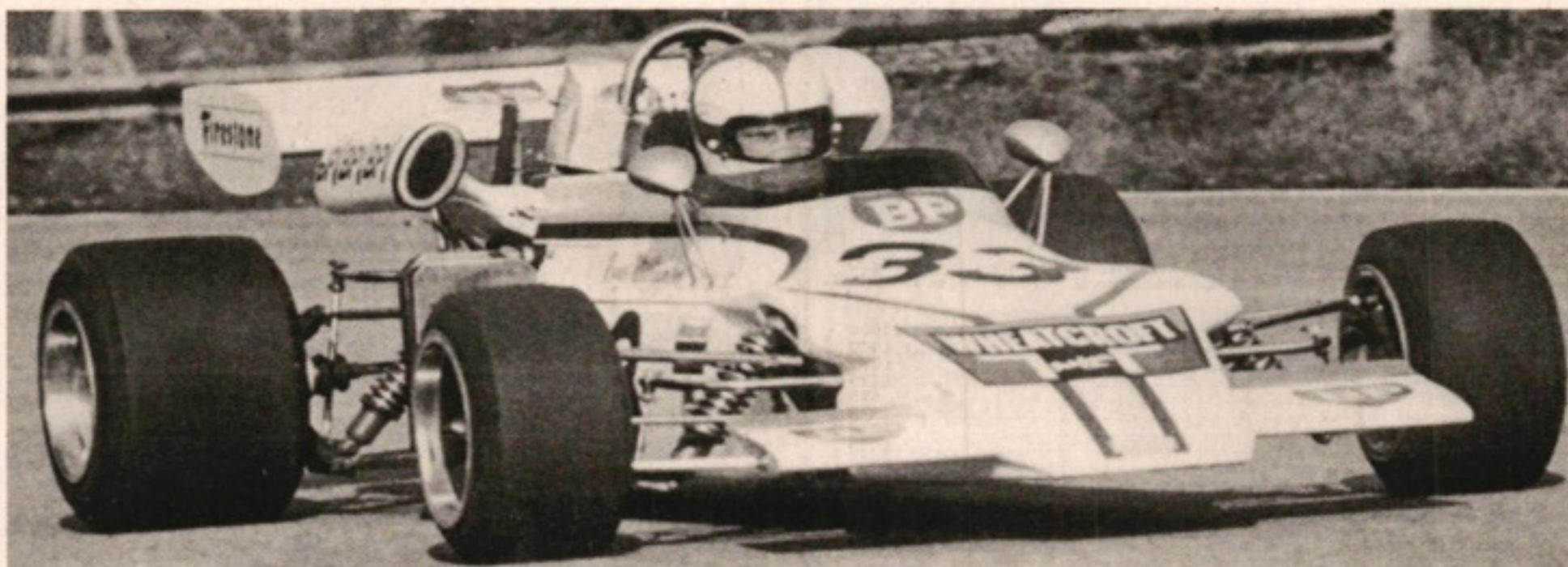
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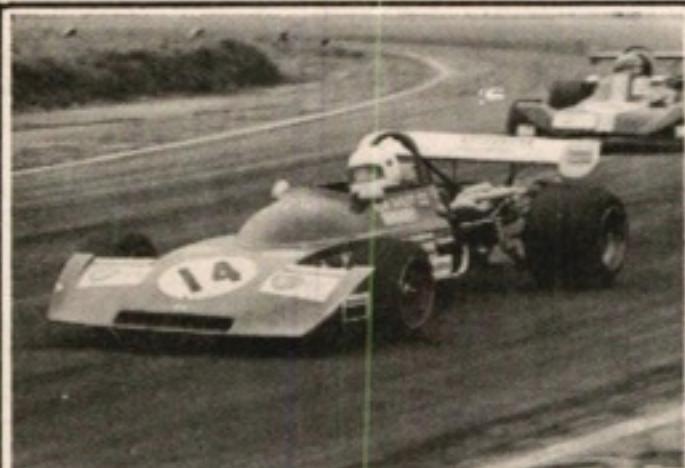
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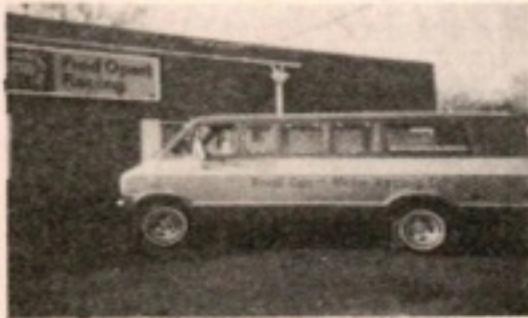
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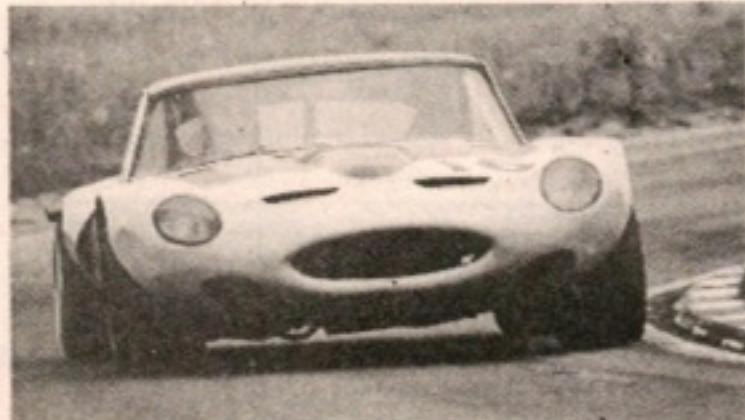


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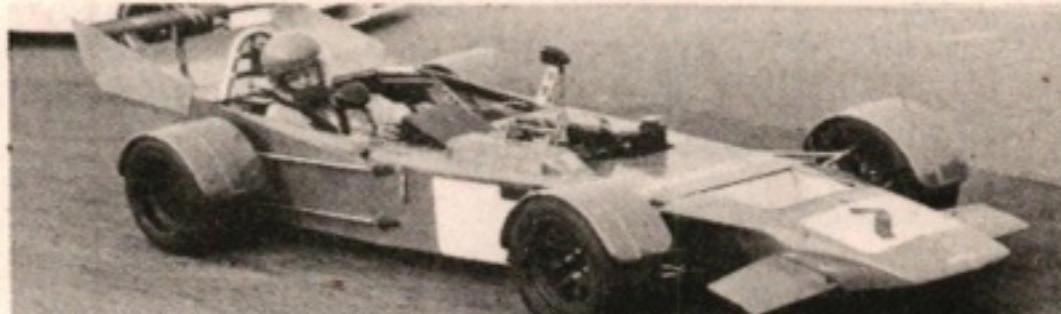
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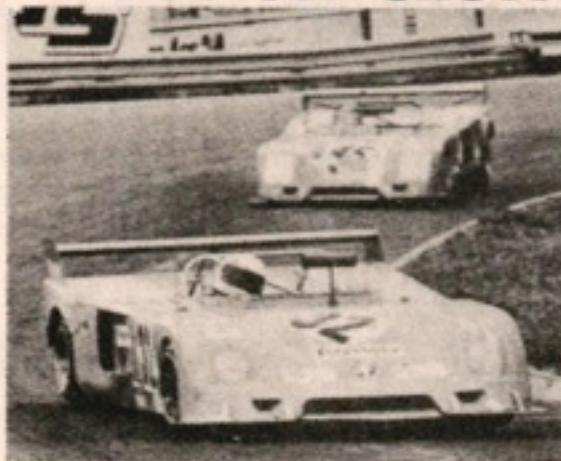
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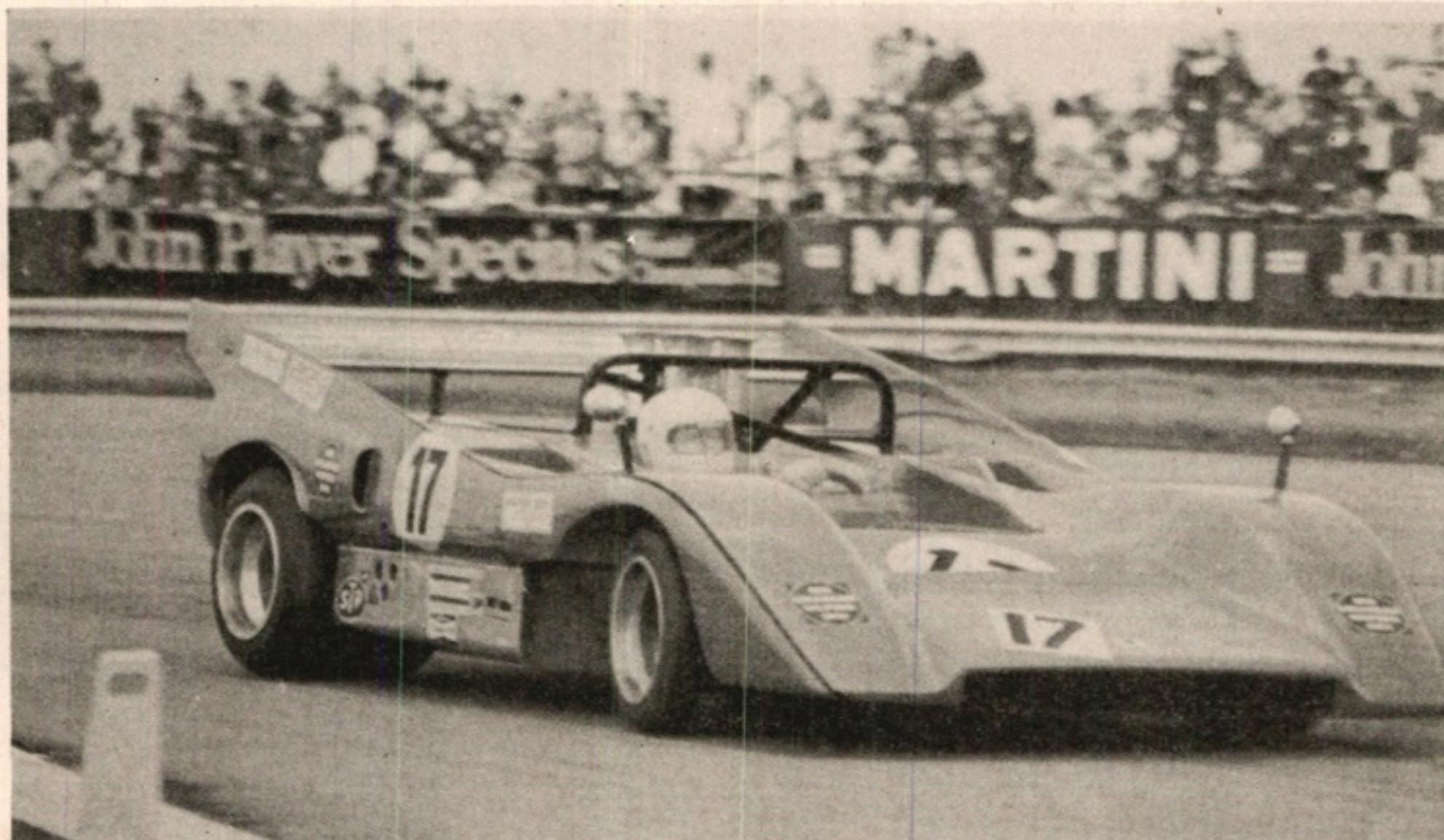
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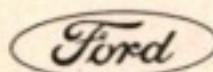
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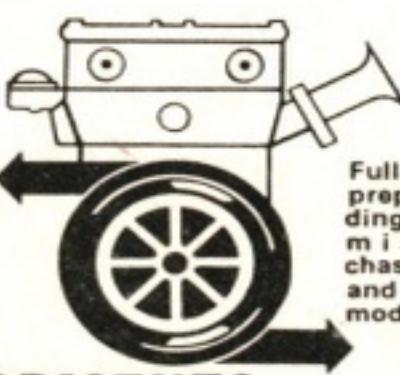
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